



BARNHART STREET SPEED STUDY



Barnhart Street Speed Study Final Report

Albuquerque, New Mexico



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City of Albuquerque

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INTRODUCTION

The City of Albuquerque – Department of Municipal Development (Traffic Engineering Design Division) has requested that Souder, Miller & Associates conduct a speed study along Barnhart Street in northeast Albuquerque.

1.A. PROJECT PURPOSE

A speed study on Barnhart Street from Forest Hills to Harper Drive was conducted to determine the following:

- Evaluate the 85th percentile speed along Barnhart Street at five (5) locations;
- Calculate average and daily peak hour traffic volumes along Barnhart Street.

As part of this study, an evaluation and cataloging of existing roadway conditions, collection of historical ADT, and crash data will be completed.

1.B. PROJECT DESCRIPTION

The study area will be a 0.28 (1478.40 LF) mile section of Barnhart Street from Forest Hills to Harper Drive. Figure 1.B.1. below displays the study location and Figure 1.B.2. on page 2 displays the project limits.

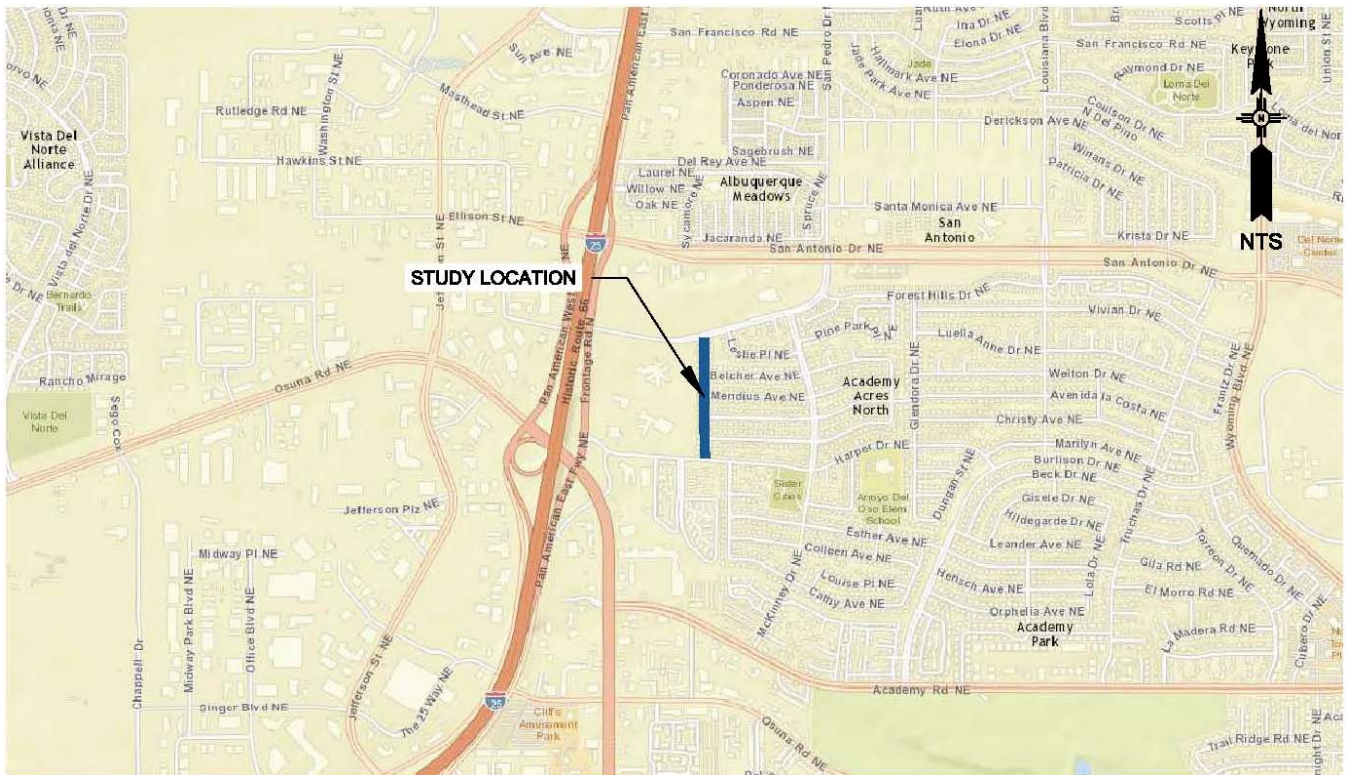


FIGURE 1.B.1.
STUDY LOCATION



FIGURE 1.B.2.
STUDY LIMITS



1.C. BACKGROUND OF SPEED LIMITS

Speed limits are established on roadways of virtually all classifications, from interstate freeways to low volume local streets. The primary purpose of speed limits is to give motorists clear instruction as to what is a reasonable speed for them to drive at while traveling on a given roadway.

Among regulatory signage, speed limit signs arguably contain the most critical information that motorists need to be informed of while driving (next to stop signs, which are considered the highest impact regulatory sign). Drivers unfamiliar with a roadway often do not realize what characteristics the roadway has, and properly established speed limit signs give them the information they need to drive the roadway safely.

The NMDOT has guidelines for analyzing and establishing posted speed limits; the following text is based on one such example:

Realistic posted speed limits are of public importance for many reasons:

- They invite public compliance by conforming to the behavior or the driving majority
- They give clear reminders of safe and reasonable speeds to non-conforming violators
- They offer the most effective tool for law enforcement of safe driving
- They will minimize public antagonism toward law enforcement that results from unreasonable regulations

Improperly, or artificially low, posted speed limits can cause problems for state and local agencies for several reasons:

- They do not encourage voluntary compliance, since they do not reflect the behavior of the majority
- They make the behavior of the majority unlawful
- They maximize public antagonism toward law enforcement, since the perception is that the police are enforcing a “speed trap”
- They create a bad image for a community in the eyes of tourists / visitors

1.D. SETTING SPEED LIMITS

In accordance with Section 66-7-303 of the New Mexico Criminal and Traffic Law Manual, the speed limit on state highways shall be set by the Cabinet Secretary of the Department of Transportation, based on an engineering survey and traffic investigation that includes the following parameters.

- Spot speed studies (typically consisting of 100 vehicles)
- Roadway geometry/number of lanes
- Roadside environment and characteristics
- Building setbacks (if within a commercial business district)
- Driveway and intersection spacing/density
- Historical crash data for the roadway study area

Many speed limits are established using the theory of 85th percentile. Out of the (typically) 100 vehicles surveyed, beginning with the fastest vehicle speed recorded the 15th vehicle from that speed is determined to show where the 85th percentile speed is. This is assuming that most drivers (85%) drive within reasonable limits. The posted speed limit can be established and is usually the 5 – mph increment just below the 85th percentile speed. For example, if the 85th percentile speed

has been determined by an engineering survey to be 57 mph, the posted speed would be 55 mph. This method of posting speed limits allows for a reasonable posted speed limit that can be enforced by local agencies, without creating a speed trap.

For surveys with a different amount than 100 vehicles, the 85th percentile speed is determined by the following formula: $100/15 = \# \text{ of vehicles surveyed}/X$ (where $x =$ the vehicle at the 85th percentile). For example, a 50 vehicle survey would result in:

$$\frac{100}{15} = \frac{50}{x}$$

Where $x = 7.5$, or the 8th vehicle in the survey

Other methods are frequently used to further analyze the posting of speed limits – these are the mode, median, and geometric mean:

- Mode is the most frequently clocked vehicle speed in a given survey. For example, in a 100 vehicle survey where 12 vehicles were clocked traveling 55 mph and no other speed was observed as frequently, the mode is 55 mph.
- Median is the numerical midpoint of a given survey. For example, in a survey of 100 vehicles, the speeds of the 50th and 51st vehicles are added and divided by 2 to obtain the median speed. If the 50th vehicle of such a survey was traveling at 56 mph and the 51st vehicle was also traveling at 56 mph, the resulting median would be $(56 + 56) \div 2 = 112 \div 2 = 56$ mph
- Geometric mean is described as follows: “an average of a set of numbers that is calculated by multiplying all the numbers (“n”), and taking the nth root of the total.”

Formula for Geometric Mean:

$$\text{Geometric Mean} = ((X_1)(X_2) \dots \dots (X_n))^{1/N}$$

$X =$ Individual score (speed)
 $N =$ Sample size (number of scores)

Geometric Mean Example:

Sample speeds = 51, 52, 55, 58, and 60 mph

Step 1:

$N = 5$, the total number of values, $\frac{1}{N} = 0.2$

Step 2:

Determine geometric mean using the formula.

$$\text{Geometric Mean} = ((51)(52)(55)(58)(60))^{0.2} = 55.09 \text{ mph}$$

In most cases, the geometric mean of a speed study will be of similar value of the median, often within 1 to 2 mph of either side of the median. In the above example, the median speed would be the third vehicle surveyed (55 mph), and the geometric mean is 55.09 mph.

2. EXISTING CONDITIONS

2.A. COUNT LOCATIONS

The study area included five (5) volume and speed count locations which were at the following locations:

- Segment 1 – Barnhart Street from Forest Hills Drive to Belcher Avenue;
- Segment 2 – Barnhart Street from Belcher Avenue to Mendius Avenue;
- Segment 3 – Barnhart Street from Mendius Avenue to Avenida La Costa;
- Segment 4 – Barnhart Street from Avenida La Costa to Christy Avenue;
- Segment 5 – Barnhart Street from Christy Avenue to Harper Drive.

Figure 2.1. on page 6 displays the approximate traffic count locations.

2.B. EXISTING CONDITIONS

Figure 2.2. on page 6 displays the existing typical section of Barnhart Street. Within the study limits, there are 4 intersections and approximately 27 driveways that provide access to residential homes. Also to be noted, the speed limit within the study limits is 25 mph.



FIGURE 2.1.
 COUNT LOCATIONS

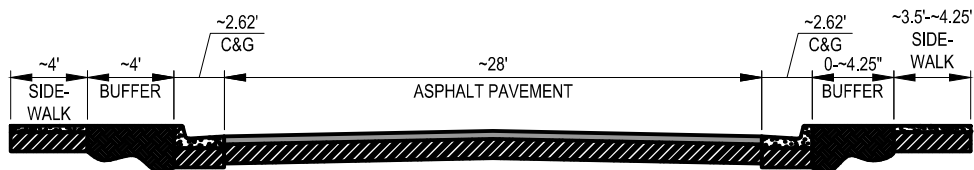


FIGURE 2.2.
 EXISTING BARNHART STREET TYPICAL SECTION



3. DATA

3.A. ADT

The ADT for the five (5) count locations are listed below in Table 3.A.1.

Table 3.A.1.			
Barnhart Street ADT			
Count Location	NB	SB	ADT
Barnhart Street (Segment 1)	329	432	761
Barnhart Street (Segment 2)	362	467	829
Barnhart Street (Segment 3)	395	506	901
Barnhart Street (Segment 4)	450	581	1031
Barnhart Street (Segment 5)	510	652	1162
Average	409.2	527.6	936.8

The Barnhart Street study area directional ADT ranges from 329 to 652 vehicles per day.

3.B. PEAK HOUR TRAFFIC VOLUMES

The peak hour traffic volumes for the three (3) count locations are shown below in Table 3.B.1.

Table 3.B.1.			
Barnhart Street Peak Hour Traffic Volumes (vph)			
Count Location	Peak Hour	Northbound (Peak Hour)	Southbound (Peak Hour)
Barnhart Street (Segment 1)	AM Peak	29 (11:00 AM - 12:00 PM)	63 (7:30 AM - 8:30 AM)
	PM Peak	34 (5:15 PM - 6:15 PM)	43 (4:00 PM - 5:00 PM)
Barnhart Street (Segment 2)	AM Peak	27 (11:00 AM - 12:00 PM)	66 (7:30 AM - 8:30 AM)
	PM Peak	40 (5:15 PM - 6:15 PM)	40 (4:00 PM - 5:00 PM)
Barnhart Street (Segment 3)	AM Peak	29 (11:00 AM - 12:00 PM)	79 (7:30 AM - 8:30 AM)
	PM Peak	42 (5:15 PM - 6:15 PM)	42 (5:15 PM - 6:15 PM)
Barnhart Street (Segment 4)	AM Peak	31 (11:00 AM - 12:00 PM)	90 (7:15 AM - 8:15 AM)
	PM Peak	48 (5:15 PM - 6:15 PM)	48 (12:15 PM - 1:15 PM)
Barnhart Street (Segment 5)	AM Peak	33 (10:00 AM - 11:00 AM)	104 (7:15 AM - 8:15 AM)
	PM Peak	55 (5:15 PM - 6:15 PM)	49 (12:30 PM - 1:30 PM)

The Barnhart Street study area peak hour traffic volumes range from 27 to 104 vehicles per hour.

3.C. SPEED STUDY RESULTS

The results of the speed study are displayed below in Table 3.C.1. through 3.C.5.

Table 3.C.1.			
Barnhart Street (Segment 1) Speed Study			
Speed	NB	SB	Total
Average	24.8	24.7	24.7
10 mph Pace	20.1 - 30.0 (67.1%)	20.1 - 30.0 (72.6%)	20.1 - 30.0 (70.2%)
50th Percentile	26.1	25.8	25.9
67th Percentile	28.1	27.8	28.0
85th Percentile	31.8	30.4	30.9

Table 3.C.2.			
Barnhart Street (Segment 2) Speed Study			
Speed	NB	SB	Total
Average	23.0	23.3	23.2
10 mph Pace	20.1 - 30.0 (69.9%)	20.1 - 30.0 (71.4%)	20.1 - 30.0 (70.9%)
50th Percentile	24.1	24.2	24.3
67th Percentile	26.7	26.8	26.8
85th Percentile	29.4	29.5	29.5

Table 3.C.3.			
Barnhart Street (Segment 3) Speed Study			
Speed	NB	SB	Total
Average	22.4	23.3	22.9
10 mph Pace	20.1 - 30.0 (69.9%)	20.1 - 30.0 (75.2%)	20.1 - 30.0 (72.8%)
50th Percentile	23.8	24.2	24.0
67th Percentile	26.3	26.7	26.5
85th Percentile	29.0	29.2	29.1



Table 3.C.4.			
Barnhart Street (Segment 4) Speed Study			
Speed	NB	SB	Total
Average	22.0	23.1	22.6
10 mph Pace	20.1 - 30.0 (69.0%)	20.1 - 30.0 (70.9%)	20.1 - 30.0 (70.2%)
50th Percentile	23.3	24.1	23.7
67th Percentile	25.6	26.7	26.3
85th Percentile	28.8	29.3	29.1

Table 3.C.5.			
Barnhart Street (Segment 5) Speed Study			
Speed	NB	SB	Total
Average	18.8	19.6	19.3
10 mph Pace	19.9 - 29.8 (60.8%)	19.9 - 29.8 (65.0%)	19.9 - 29.8 (63.2%)
50th Percentile	21.6	22.1	21.8
67th Percentile	23.4	23.8	23.7
85th Percentile	26.5	27.0	26.7

When considering whether to establish a new posted speed limit or not, surveying the existing traffic speeds is crucial to determining a reasonable posted speed limit.

Before a posted speed limit can be adjusted, an analysis must be conducted to ascertain whether or not the speed limit can be adjusted without resulting in further increases of motorists' travel speeds. Motorists usually drive at speeds which they perceive as safe, based on the observable roadway conditions. A flat and straight roadway may result in a different travel speed than the posted speed limit due to the driver's observation of the roadway condition.

In relation to Barnhart Street, the speed limit is 25 mph, roadway conditions are consistent; controlled access, satisfactory pavement conditions, two travel lanes, and on-street parking. Table 3.C.6. displays that 39 percent of the total ADT of the five count locations recorded speeds greater than the posted speed limit of 25 mph.

Table 3.C.6.							
Barnhart Street ADT ≥ 25 mph							
Speed (mph)	0 - 19.9 MPH		20 - 24.9 MPH		≥ 25 MPH		Avg. ADT
Barnhart Street (Segment 1)	95	12%	236	31%	429.5	56%	760.5
Barnhart Street (Segment 2)	143.5	17%	314	38%	366.5	44%	824
Barnhart Street (Segment 3)	158.5	18%	361.5	40%	380.5	42%	900.5
Barnhart Street (Segment 4)	202.5	20%	409.5	40%	411	40%	1023
Barnhart Street (Segment 5)	407.5	35%	508.5	44%	246	21%	1162
Average	201.4	22%	365.9	39%	366.7	39%	934



3.D. CRASH DATA

Crash data was requested from the Albuquerque Police Department for the most recent 3 years. The crash data requested showed there was 1 recorded crash within the study area from 2014 to 2017.

Table 3.D.1.				
Barnhart Street Crash Summary				
Date	Location (Primary Street / Intersecting Street)	Cause of Crash	Crash Analysis	Crash Correct with Traffic Calming?
10/5/2014	Harper Street / Barnhart Street	Under the Influence / Driver Inattention	One Left Turn / From Same Direction	No



4. U.S. LIMITS SPEED LIMITS PROGRAM

U.S. Limits is an FHWA sponsored program used to analyze speed limits. This program calculates a recommended speed limit based on the criteria given, which is listed on the website as follows:

- Density of surrounding development (e.g. high density, low density, or rural);
- Frequency of roadside access (e.g. number of residential driveways, commercial, industrial, shopping, and special activity properties, and the number and type of intersection roads);
- Road function (e.g. traffic movement vs. access to abutting properties);
- Road characteristics (e.g. paved width, divided or undivided, lane width, number and lanes, and sight restrictions);
- Road conditions and important high speed road characteristics (e.g. interchange spacing, AADT, and shoulders);
- Existing vehicle operating speeds;
- Adjoining speed limits and;
- Any special conditions that may exist on the road section (e.g. adverse alignment, pedestrian and roadside activities, high crash rates, etc.).

This analysis was used for Barnhart Street and based on the data entered into <http://www.uslimits.com> for the above-listed categories. The output sheet is shown in Appendix A – U.S. Limits Output. The U.S. Limits Output recommended a speed limit of 25 mph that should only be reduced as a last measure after other treatments have been tried or ruled out.



5. CONCLUSION

After evaluating the volume and speed data within the project area, it is concluded that 39% of the traffic is exceeding 25 mph and the 85th percentile speed of traffic is exceeding the posted speed limit by 5 mph or more at only 1 of 5 of the count locations. In order to meet criteria for traffic calming measures as outlined in the City of Albuquerque’s Neighborhood Traffic Management Program, at least two (2) of the following threshold criteria must be met:

Figure 5.1.	
COA NTMP Traffic Calming Measures	
Description	Warranted?
Reported crashes in the past 3 years that could be corrected with traffic calming	No
Peak-hour traffic volume greater than 400 vehicles in one direction	No
25% of peak-hour traffic is non-local cut-through traffic	Not Studied
85th percentile speeds exceeds the posted speed limit by 5 mph or more	Yes

Based on the data collected, Barnhart Street meets only one (1) of the four (4) warrants outlined for traffic calming measures threshold and therefore DOES NOT require traffic calming improvements.

Appendices

- Appendix A – USLIMITS2 Speed Zoning Report
- Appendix B – Volume and Speed Data
- Appendix C – Crash Data
- Appendix D – Neighborhood Traffic Calming Petition Form



Appendix A



USLIMITS2 Speed Zoning Report

Project Name: Banhart Street Speed Study

Analyst: Thaddeus Yazzie

Date: 07-17-2017

Basic Project Information

Project Number: 6254.64
Route Name: Barnhart Street
From: Forest Hills Drive
To: Harper Drive
State: New Mexico
County: Bernalillo County
City: Albuquerque city
Route Type: Road Section in Developed Area
Route Status: Existing

Roadway Information

Section Length: .28 mile(s)
Statutory Speed Limit: 25 mph
Adverse Alignment: No
One-Way Street: No
Divided/Undivided: Undivided
Number of Through Lanes: 2
Area Type: Residential-Subdivision
Number of Driveways: 31
Number of Signals: 0

Crash Data Information

Crash Data Years: 3.00
Crash AADT: 937 veh/day
Total Number of Crashes: 1
Total Number of Injury Crashes: 0
Section Crash Rate: 348 per 100 MVM
Section Injury Crash Rate: 0 per 100 MVM
Crash Rate Average for Similar Roads: 263
Injury Rate Average for Similar Roads: 67

Traffic Information

85th Percentile Speed: 29 mph
50th Percentile Speed: 24 mph
AADT: 937 veh/day
On Street Parking and Usage: Not High
Pedestrian / Bicyclist Activity: Not High

Project Description: Barnhart Street Speed Study from Forest Hills Drive to Harper Drive.

Recommended Speed Limit:



Note: The section crash rate of 348 per 100 MVM is more than 30 percent above the average for similar roads (263) but below the critical rate (1217). A comprehensive crash study should be undertaken to identify engineering and traffic control deficiencies and appropriate corrective actions. The speed limit should only be reduced as a last measure after all other treatments have either been tried or ruled out.

Appendix B



Special Speed Study Report: Barnhart (seg 1)

Station ID : Barnhart (seg 1)

Info Line 1 : Between Belcher & Forest Hills
 Info Line 2 : Albuquerque

GPS Lat/Lon :

DB File : BERN NORTH.DB

Last Connected Device Type : Apollo

Version Number : 1.63

Serial Number : 21495

Number of Lanes : 1

Posted Speed Limit : 0.0 mph

Lane #1 Configuration

#	Dir.	Information	Vehicle Sensors	Sensor Spacing	Loop Length	Comment
1.		Southbound	Ax-Ax	4.0 ft	6.0 ft	

Lane #1 Special Speed Study Data From: 00:00 - 05/24/2017 To: 23:59 - 05/25/2017

Date	Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	Total
		0 - 19.9	20 - 24.9	25 - 29.9	30 - 34.9	35 - 39.9	40 - 44.9	45 - 49.9	50 - 54.9	55 - 59.9	60 - 64.9	65 - 69.9	70 - 74.9	75 - 79.9	80 - 84.9	85 - 89.9	Other	
05/24/17	00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wed	01:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	02:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	05:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	06:00	2	3	9	0	0	0	0	0	0	0	0	0	0	0	0	0	14
	07:00	3	16	19	12	1	0	0	0	0	0	0	0	0	0	0	0	51
	08:00	2	14	19	3	1	0	0	0	0	0	0	0	0	0	0	0	39
	09:00	3	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	19
	10:00	1	9	8	3	0	0	0	0	0	0	0	0	0	0	0	0	21
	11:00	2	13	17	3	1	0	0	0	0	0	0	0	0	0	0	0	36
	12:00	3	13	9	5	0	0	0	0	0	0	0	0	0	0	0	0	30
	13:00	3	8	8	4	1	0	0	0	0	0	0	0	0	0	0	0	24
	14:00	2	10	5	6	0	0	0	0	0	0	0	0	0	0	0	0	23
	15:00	3	6	12	3	0	0	0	0	0	0	0	0	0	0	0	0	24
	16:00	3	8	18	11	3	0	0	0	0	0	0	0	0	0	0	0	43
	17:00	5	5	17	7	0	0	0	0	0	0	0	0	0	0	0	0	34
	18:00	2	10	8	3	0	1	0	0	0	0	0	0	0	0	0	0	24
	19:00	5	7	4	3	1	0	0	0	0	0	0	0	0	0	0	0	20
	20:00	2	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	10
	21:00	0	7	1	0	1	0	0	0	0	0	0	0	0	0	0	0	9
	22:00	0	4	5	1	0	0	0	0	0	0	0	0	0	0	0	0	10
	23:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Daily Total :		43	148	172	65	9	1	0	0	0	0	0	0	0	0	0	0	438
Percent :		10%	34%	39%	15%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		10%	44%	83%	98%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		2	6	7	3	0	0	0	0	0	0	0	0	0	0	0	0	18

Average Speed 25.0 mph	50% Speed : 25.9 mph	67% Speed : 27.8 mph	85% Speed : 31.0 mph
10mph Pace: 20.1 - 30.0 (73.1%)			

Date	Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	Total
		0 - 19.9	20 - 24.9	25 - 29.9	30 - 34.9	35 - 39.9	40 - 44.9	45 - 49.9	50 - 54.9	55 - 59.9	60 - 64.9	65 - 69.9	70 - 74.9	75 - 79.9	80 - 84.9	85 - 89.9	Other	
05/25/17	00:00	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Thu	01:00	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	05:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
	06:00	1	5	7	1	1	0	0	0	0	0	0	0	0	0	0	0	15
	07:00	2	15	23	7	0	0	0	0	0	0	0	0	0	0	0	0	47
	08:00	4	4	17	1	1	0	0	0	0	0	0	0	0	0	0	0	27
	09:00	4	11	9	1	0	0	0	0	0	0	0	0	0	0	0	0	25
	10:00	4	10	12	3	0	0	0	0	0	0	0	0	0	0	0	0	29
	11:00	5	15	9	7	0	0	0	0	0	0	0	0	0	0	0	0	36
	12:00	10	10	8	2	0	0	0	0	0	0	0	0	0	0	0	0	30
	13:00	4	7	13	6	0	0	0	0	0	0	0	0	0	0	0	0	30
	14:00	5	12	12	5	0	0	0	0	0	0	0	0	0	0	0	0	34
	15:00	4	12	7	4	1	0	0	0	0	0	0	0	0	0	0	0	28
	16:00	6	6	16	7	0	0	0	0	0	0	0	0	0	0	0	0	35
	17:00	1	8	13	5	1	0	0	0	0	0	0	0	0	0	0	0	28
	18:00	2	3	7	3	0	0	0	0	0	0	0	0	0	0	0	0	15
	19:00	2	4	4	2	0	0	0	0	0	0	0	0	0	0	0	0	12
	20:00	1	3	4	1	0	0	0	0	0	0	0	0	0	0	0	0	9
	21:00	1	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	10
	22:00	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	23:00	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
Daily Total :		59	133	172	58	4	0	0	0	0	0	0	0	0	0	0	0	426
Percent :		14%	31%	40%	14%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		14%	45%	85%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		2	6	7	2	0	0	0	0	0	0	0	0	0	0	0	0	17

Average Speed	24.2 mph	50% Speed :	25.7 mph	67% Speed :	27.7 mph	85% Speed :	29.9 mph
				10mph Pace:	20.1 - 30.0 (71.6%)		

Lane #3 Configuration

#	Dir.	Information	Vehicle Sensors	Sensor Spacing	Loop Length	Comment
3.		Northbound	Ax-Ax	4.0 ft	6.0 ft	

Lane #3 Special Speed Study Data From: 00:00 - 05/24/2017 To: 23:59 - 05/25/2017

Date	Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	Total
		0 - 19.9	20 - 24.9	25 - 29.9	30 - 34.9	35 - 39.9	40 - 44.9	45 - 49.9	50 - 54.9	55 - 59.9	60 - 64.9	65 - 69.9	70 - 74.9	75 - 79.9	80 - 84.9	85 - 89.9	Other	
05/24/17	00:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Wed	01:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	04:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	05:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	06:00	4	1	3	2	1	0	0	0	0	0	0	0	0	0	0	0	11
	07:00	2	4	9	5	2	0	0	0	0	0	0	0	0	0	0	0	22
	08:00	2	7	6	2	0	0	0	0	0	0	0	0	0	0	0	0	17
	09:00	4	5	6	4	1	0	0	0	0	0	0	0	0	0	0	0	20
	10:00	4	6	7	3	0	0	0	0	0	0	0	0	0	0	0	0	20
	11:00	2	10	13	4	0	0	0	0	0	0	0	0	0	0	0	0	29
	12:00	4	9	10	5	0	0	0	0	0	0	0	0	0	0	0	0	28
	13:00	2	6	10	3	0	0	0	0	0	0	0	0	0	0	0	0	21
	14:00	2	4	9	1	2	0	0	0	0	0	0	0	0	0	0	0	18
	15:00	1	2	12	5	0	0	0	0	0	0	0	0	0	0	0	0	20
	16:00	2	10	13	4	1	0	0	0	0	0	0	0	0	0	0	0	30
	17:00	1	6	13	9	2	0	0	0	0	0	0	0	0	0	0	0	31
	18:00	2	11	13	3	1	0	0	0	0	0	0	0	0	0	0	0	30
	19:00	1	3	7	2	0	0	0	0	0	0	0	0	0	0	0	0	13
	20:00	4	6	5	1	0	0	0	0	0	0	0	0	0	0	0	0	16
	21:00	1	3	4	1	0	0	0	0	0	0	0	0	0	0	0	0	9
	22:00	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	3
	23:00	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	3
Daily Total :		39	99	143	57	10	0	0	0	0	0	0	0	0	0	0	0	348
Percent :		11%	28%	41%	16%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Cum. Percent :		11%	40%	81%	97%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		2	4	6	2	0	0	0	0	0	0	0	0	0	0	0	0	14

Average Speed	25.2 mph	50% Speed : 26.4 mph	67% Speed : 28.3 mph	85% Speed : 31.6 mph
10mph Pace: 20.1 - 30.0 (69.5%)				

Date	Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	Total
		0 - 19.9	20 - 24.9	25 - 29.9	30 - 34.9	35 - 39.9	40 - 44.9	45 - 49.9	50 - 54.9	55 - 59.9	60 - 64.9	65 - 69.9	70 - 74.9	75 - 79.9	80 - 84.9	85 - 89.9	Other	
05/25/17	00:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Thu	01:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	02:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	05:00	1	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	5
	06:00	2	2	2	2	1	0	0	0	0	0	0	0	0	0	0	0	9
	07:00	0	4	4	3	0	0	0	0	0	0	0	0	0	0	0	0	11
	08:00	2	7	3	3	0	0	0	0	0	0	0	0	0	0	0	0	15
	09:00	2	5	5	1	0	0	0	0	0	0	0	0	0	0	0	0	13
	10:00	1	7	3	3	0	0	0	0	0	0	0	0	0	0	0	0	14
	11:00	8	5	11	4	0	0	0	0	0	0	0	0	0	0	0	0	28
	12:00	7	8	8	2	0	0	0	0	0	0	0	0	0	0	0	0	25
	13:00	4	12	9	2	1	1	0	0	0	0	0	0	0	0	0	0	29
	14:00	2	9	5	4	0	1	0	0	0	0	0	0	0	0	0	0	21
	15:00	5	2	13	4	0	0	0	0	0	0	0	0	0	0	0	0	24
	16:00	2	8	8	6	2	0	0	0	0	0	0	0	0	0	0	0	26
	17:00	2	6	7	9	2	0	0	0	0	0	0	0	0	0	0	0	26
	18:00	2	5	9	2	1	0	0	0	0	0	0	0	0	0	0	0	19
	19:00	1	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	8
	20:00	4	2	3	2	0	0	0	0	0	0	0	0	0	0	0	0	11
	21:00	1	6	4	2	0	0	0	0	0	0	0	0	0	0	0	0	13
	22:00	0	1	2	0	1	0	0	0	0	0	0	0	0	0	0	0	4
	23:00	1	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	4
Daily Total :		49	92	105	52	9	2	0	0	0	0	0	0	0	0	0	0	309
Percent :		16%	30%	34%	17%	3%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		16%	46%	80%	96%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		2	4	4	2	0	0	0	0	0	0	0	0	0	0	0	0	12

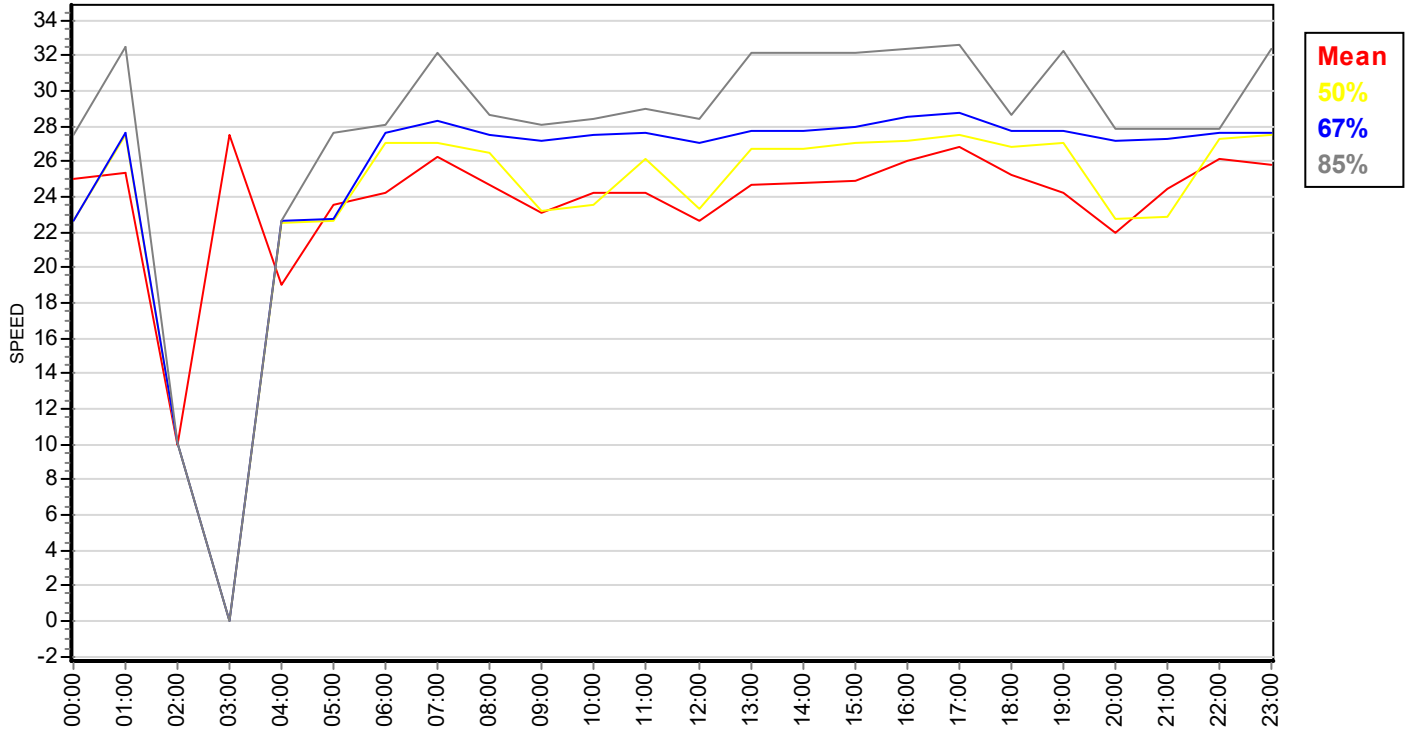
Average Speed	24.4 mph	50% Speed :	25.8 mph	67% Speed :	28.0 mph	85% Speed :	31.9 mph
				10mph Pace:	20.1 - 30.0 (63.8%)		

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16		
	0 -	20 -	25 -	30 -	35 -	40 -	45 -	50 -	55 -	60 -	65 -	70 -	75 -	80 -	85 -			
<i>Date</i>	19.9	24.9	29.9	34.9	39.9	44.9	49.9	54.9	59.9	64.9	69.9	74.9	79.9	84.9	89.9	<i>Other</i>	<i>Total</i>	

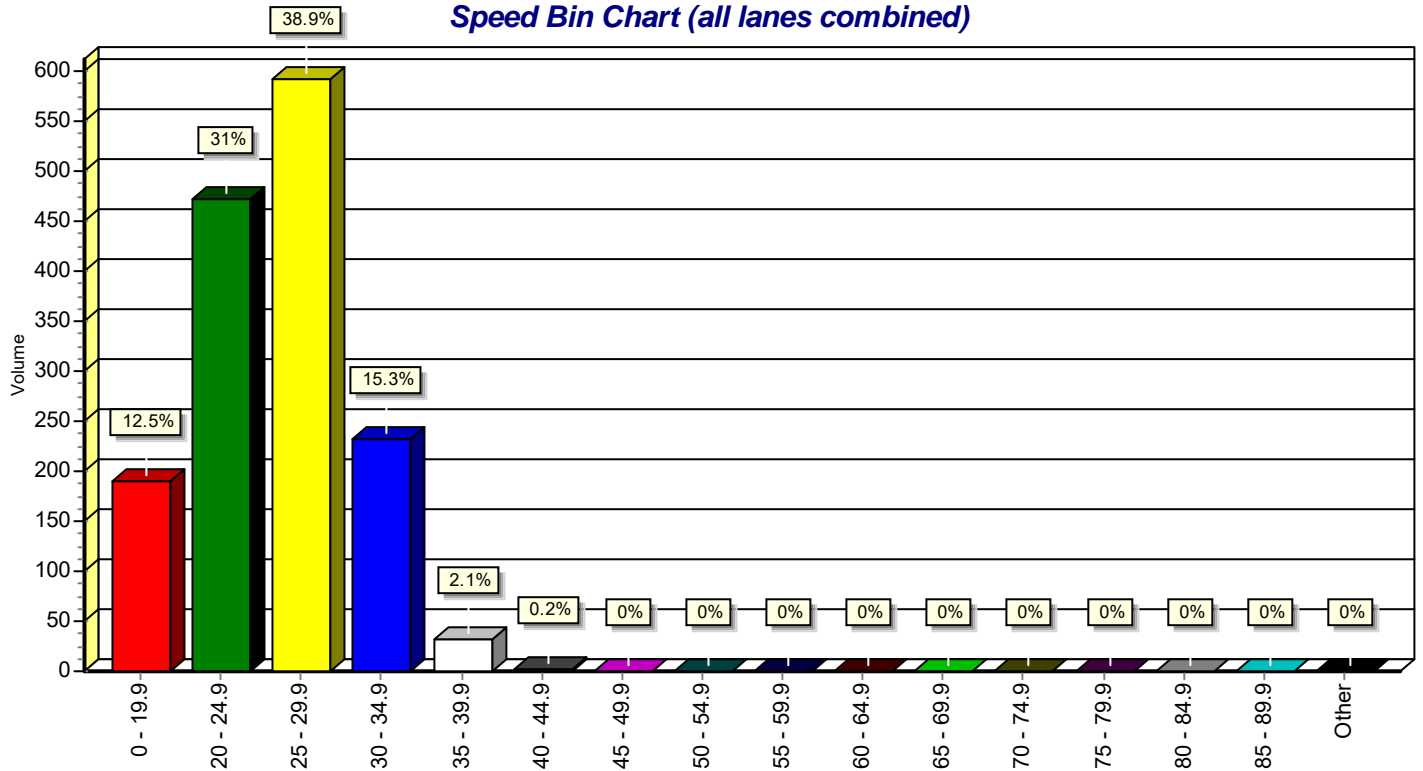
Special Speed Study Summary: Barnhart (seg 1)

Description	#1 0 - 19.9	#2 20 - 24.9	#3 25 - 29.9	#4 30 - 34.9	#5 35 - 39.9	#6 40 - 44.9	#7 45 - 49.9	#8 50 - 54.9	#9 55 - 59.9	#10 60 - 64.9	#11 65 - 69.9	#12 70 - 74.9	#13 75 - 79.9	#14 80 - 84.9	#15 85 - 89.9	#16 Other	Total															
Grand Total #1:	102	281	344	123	13	1	0	0	0	0	0	0	0	0	0	0	864															
Percent :	12%	33%	40%	14%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%																
Cum. Percent :	12%	44%	84%	98%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%																
Average :	2	6	7	3	0	0	0	0	0	0	0	0	0	0	0	0	18															
ADT = 432	<table style="width: 100%; border: 1px solid black;"> <tr> <td>Average Speed</td> <td>24.7 mph</td> <td>50% Speed :</td> <td>25.8 mph</td> <td>67% Speed :</td> <td>27.8 mph</td> <td>85% Speed :</td> <td>30.4 mph</td> </tr> <tr> <td colspan="4"></td> <td colspan="4">10mph Pace: 20.1 - 30.0 (72.6%)</td> </tr> </table>																Average Speed	24.7 mph	50% Speed :	25.8 mph	67% Speed :	27.8 mph	85% Speed :	30.4 mph					10mph Pace: 20.1 - 30.0 (72.6%)			
Average Speed	24.7 mph	50% Speed :	25.8 mph	67% Speed :	27.8 mph	85% Speed :	30.4 mph																									
				10mph Pace: 20.1 - 30.0 (72.6%)																												
Grand Total #3:	88	191	248	109	19	2	0	0	0	0	0	0	0	0	0	0	657															
Percent :	13%	29%	38%	17%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%																
Cum. Percent :	13%	42%	80%	97%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%																
Average :	2	4	5	2	0	0	0	0	0	0	0	0	0	0	0	0	13															
ADT = 328	<table style="width: 100%; border: 1px solid black;"> <tr> <td>Average Speed</td> <td>24.8 mph</td> <td>50% Speed :</td> <td>26.1 mph</td> <td>67% Speed :</td> <td>28.1 mph</td> <td>85% Speed :</td> <td>31.8 mph</td> </tr> <tr> <td colspan="4"></td> <td colspan="4">10mph Pace: 20.1 - 30.0 (67.1%)</td> </tr> </table>																Average Speed	24.8 mph	50% Speed :	26.1 mph	67% Speed :	28.1 mph	85% Speed :	31.8 mph					10mph Pace: 20.1 - 30.0 (67.1%)			
Average Speed	24.8 mph	50% Speed :	26.1 mph	67% Speed :	28.1 mph	85% Speed :	31.8 mph																									
				10mph Pace: 20.1 - 30.0 (67.1%)																												
Comb. Total :	190	472	592	232	32	3	0	0	0	0	0	0	0	0	0	0	1521															
Percent :	12%	31%	39%	15%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%																
Cum. Percent :	12%	44%	82%	98%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%																
Average :	4	10	12	5	1	0	0	0	0	0	0	0	0	0	0	0	32															
ADT = 760	<table style="width: 100%; border: 1px solid black;"> <tr> <td>Average Speed</td> <td>24.7 mph</td> <td>50% Speed :</td> <td>25.9 mph</td> <td>67% Speed :</td> <td>28.0 mph</td> <td>85% Speed :</td> <td>30.9 mph</td> </tr> <tr> <td colspan="4"></td> <td colspan="4">10mph Pace: 20.1 - 30.0 (70.2%)</td> </tr> </table>																Average Speed	24.7 mph	50% Speed :	25.9 mph	67% Speed :	28.0 mph	85% Speed :	30.9 mph					10mph Pace: 20.1 - 30.0 (70.2%)			
Average Speed	24.7 mph	50% Speed :	25.9 mph	67% Speed :	28.0 mph	85% Speed :	30.9 mph																									
				10mph Pace: 20.1 - 30.0 (70.2%)																												

Speed Percent vs. Time (all lanes)



Speed Bin Chart (all lanes combined)



Special Speed Study Report: Barnhart (seg 2)

Station ID : Barnhart (seg 2)

Info Line 1 : Between Mendius & Belcher
 Info Line 2 : Albuquerque

GPS Lat/Lon :

DB File : SITE 2.DB

Last Connected Device Type : Apollo

Version Number : 1.62

Serial Number :

Number of Lanes : 1

Posted Speed Limit : 0.0 mph

Lane #1 Configuration

#	Dir.	Information	Vehicle Sensors	Sensor Spacing	Loop Length	Comment
1.		Southbound	Ax-Ax	4.0 ft	6.0 ft	

Lane #1 Special Speed Study Data From: 00:00 - 05/24/2017 To: 23:59 - 05/25/2017

Date	Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	Total
		0 - 19.9	20 - 24.9	25 - 29.9	30 - 34.9	35 - 39.9	40 - 44.9	45 - 49.9	50 - 54.9	55 - 59.9	60 - 64.9	65 - 69.9	70 - 74.9	75 - 79.9	80 - 84.9	85 - 89.9	Other	
05/24/17	00:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Wed	01:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	02:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	03:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	04:00	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	05:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	06:00	3	7	8	0	0	0	0	0	0	0	0	0	0	0	0	0	18
	07:00	1	20	24	8	1	0	0	0	0	0	0	0	0	0	0	0	54
	08:00	1	21	17	4	0	0	0	0	0	0	0	0	0	0	0	0	43
	09:00	7	13	5	0	0	0	0	0	0	0	0	0	0	0	0	0	25
	10:00	2	11	11	1	0	0	0	0	0	0	0	0	0	0	0	0	25
	11:00	3	11	17	5	1	0	0	0	0	0	0	0	0	0	0	0	37
	12:00	4	16	9	4	0	0	0	0	0	0	0	0	0	0	0	0	33
	13:00	2	16	6	4	0	1	0	0	0	0	0	0	0	0	0	0	29
	14:00	3	8	7	4	1	0	0	0	0	0	0	0	0	0	0	0	23
	15:00	7	6	10	3	0	0	0	0	0	0	0	0	0	0	0	0	26
	16:00	4	9	17	9	1	0	0	0	0	0	0	0	0	0	0	0	40
	17:00	4	11	14	5	1	0	0	0	0	0	0	0	0	0	0	0	35
	18:00	5	15	9	1	1	0	0	0	0	0	0	0	0	0	0	0	31
	19:00	3	10	3	2	1	0	0	0	0	0	0	0	0	0	0	0	19
	20:00	4	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	12
	21:00	2	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	22:00	1	5	4	1	0	0	0	0	0	0	0	0	0	0	0	0	11
	23:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Daily Total :		60	193	169	51	7	1	0	0	0	0	0	0	0	0	0	0	481
Percent :		12%	40%	35%	11%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		12%	53%	88%	98%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		3	8	7	2	0	0	0	0	0	0	0	0	0	0	0	0	20

Average Speed 24.0 mph	50% Speed : 24.6 mph	67% Speed : 27.2 mph	85% Speed : 29.5 mph
10mph Pace: 20.1 - 30.0 (75.3%)			

Date	Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	Total
		0 - 19.9	20 - 24.9	25 - 29.9	30 - 34.9	35 - 39.9	40 - 44.9	45 - 49.9	50 - 54.9	55 - 59.9	60 - 64.9	65 - 69.9	70 - 74.9	75 - 79.9	80 - 84.9	85 - 89.9	Other	
05/25/17	00:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Thu	01:00	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	04:00	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	4
	05:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
	06:00	3	6	3	4	0	0	0	0	0	0	0	0	0	0	0	0	16
	07:00	6	22	21	6	0	0	0	0	0	0	0	0	0	0	0	0	55
	08:00	2	11	11	6	0	0	0	0	0	0	0	0	0	0	0	0	30
	09:00	10	10	7	0	0	0	0	0	0	0	0	0	0	0	0	0	27
	10:00	8	11	8	2	0	0	0	0	0	0	0	0	0	0	0	0	29
	11:00	11	15	10	4	1	0	0	0	0	0	0	0	0	0	0	0	41
	12:00	8	12	5	2	1	0	0	0	0	0	0	0	0	0	0	0	28
	13:00	10	9	11	3	0	0	0	0	0	0	0	0	0	0	0	0	33
	14:00	6	14	9	3	1	0	0	0	0	0	0	0	0	0	0	0	33
	15:00	7	11	7	3	0	0	0	0	0	0	0	0	0	0	0	0	28
	16:00	7	13	13	4	0	0	0	0	0	0	0	0	0	0	0	0	37
	17:00	1	10	10	4	0	0	0	0	0	0	0	0	0	0	0	0	25
	18:00	3	5	4	5	0	0	0	0	0	0	0	0	0	0	0	0	17
	19:00	5	2	3	2	0	0	0	0	0	0	0	0	0	0	0	0	12
	20:00	0	8	1	1	0	0	0	0	0	0	0	0	0	0	0	0	10
	21:00	1	5	4	0	0	0	0	0	0	0	0	0	0	0	0	0	10
	22:00	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	4
	23:00	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3
Daily Total :		93	169	132	53	3	0	0	0	0	0	0	0	0	0	0	0	450
Percent :		21%	38%	29%	12%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		21%	58%	88%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		4	7	6	2	0	0	0	0	0	0	0	0	0	0	0	0	19

Average Speed	22.6 mph	50% Speed :	23.9 mph	67% Speed :	26.7 mph	85% Speed :	29.2 mph
				10mph Pace:	20.1 - 30.0 (66.9%)		

Lane #3 Configuration

#	Dir.	Information	Vehicle Sensors	Sensor Spacing	Loop Length	Comment
3.		Northbound	Ax-Ax	4.0 ft	6.0 ft	

Lane #3 Special Speed Study Data From: 00:00 - 05/24/2017 To: 23:59 - 05/25/2017

Date	Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	Total
		0 - 19.9	20 - 24.9	25 - 29.9	30 - 34.9	35 - 39.9	40 - 44.9	45 - 49.9	50 - 54.9	55 - 59.9	60 - 64.9	65 - 69.9	70 - 74.9	75 - 79.9	80 - 84.9	85 - 89.9	Other	
05/24/17	00:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Wed	01:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	04:00	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	05:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	06:00	4	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	10
	07:00	4	7	7	3	1	0	0	0	0	0	0	0	0	0	0	0	22
	08:00	1	9	8	0	0	0	0	0	0	0	0	0	0	0	0	0	18
	09:00	6	5	6	2	0	0	0	0	0	0	0	0	0	0	0	0	19
	10:00	7	8	6	1	0	0	0	0	0	0	0	0	0	0	0	0	22
	11:00	4	5	16	2	0	0	0	0	0	0	0	0	0	0	0	0	27
	12:00	5	13	12	1	0	0	0	0	0	0	0	0	0	0	0	0	31
	13:00	3	14	6	2	0	0	0	0	0	0	0	0	0	0	0	0	25
	14:00	2	6	7	1	1	0	0	0	0	0	0	0	0	0	0	0	17
	15:00	3	8	10	3	0	0	0	0	0	0	0	0	0	0	0	0	24
	16:00	3	9	17	2	0	0	0	0	0	0	0	0	0	0	0	0	31
	17:00	5	12	11	8	3	0	0	0	0	0	0	0	0	0	0	0	39
	18:00	2	9	14	2	0	0	0	0	0	0	0	0	0	0	0	0	27
	19:00	3	10	7	2	0	0	0	0	0	0	0	0	0	0	0	0	22
	20:00	5	6	5	1	1	0	0	0	0	0	0	0	0	0	0	0	18
	21:00	1	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	7
	22:00	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	23:00	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	3
Daily Total :		61	133	139	34	6	0	0	0	0	0	0	0	0	0	0	0	373
Percent :		16%	36%	37%	9%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Cum. Percent :		16%	52%	89%	98%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		3	6	6	1	0	0	0	0	0	0	0	0	0	0	0	0	16

Average Speed 23.4 mph	50% Speed : 24.5 mph	67% Speed : 27.1 mph	85% Speed : 29.2 mph
10mph Pace: 20.1 - 30.0 (72.9%)			

Date	Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	Total
		0 - 19.9	20 - 24.9	25 - 29.9	30 - 34.9	35 - 39.9	40 - 44.9	45 - 49.9	50 - 54.9	55 - 59.9	60 - 64.9	65 - 69.9	70 - 74.9	75 - 79.9	80 - 84.9	85 - 89.9	Other	
05/25/17	00:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Thu	01:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	05:00	1	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	4
	06:00	2	2	3	2	0	0	0	0	0	0	0	0	0	0	0	0	9
	07:00	1	8	1	3	0	0	0	0	0	0	0	0	0	0	0	0	13
	08:00	3	8	2	2	0	0	0	0	0	0	0	0	0	0	0	0	15
	09:00	3	7	6	0	0	0	0	0	0	0	0	0	0	0	0	0	16
	10:00	3	6	5	1	0	0	0	0	0	0	0	0	0	0	0	0	15
	11:00	9	8	8	2	0	0	0	0	0	0	0	0	0	0	0	0	27
	12:00	4	10	13	0	0	0	0	0	0	0	0	0	0	0	0	0	27
	13:00	4	14	8	1	1	0	0	0	0	0	0	0	0	0	0	0	28
	14:00	8	6	5	1	1	0	0	0	0	0	0	0	0	0	0	0	21
	15:00	8	8	11	4	0	0	0	0	0	0	0	0	0	0	0	0	31
	16:00	7	12	7	3	1	0	0	0	0	0	0	0	0	0	0	0	30
	17:00	4	8	7	10	1	0	0	0	0	0	0	0	0	0	0	0	30
	18:00	3	9	9	2	1	0	0	0	0	0	0	0	0	0	0	0	24
	19:00	3	3	4	1	0	0	0	0	0	0	0	0	0	0	0	0	11
	20:00	2	8	1	1	0	0	0	0	0	0	0	0	0	0	0	0	12
	21:00	5	6	3	1	0	0	0	0	0	0	0	0	0	0	0	0	15
	22:00	0	4	0	2	0	0	0	0	0	0	0	0	0	0	0	0	6
	23:00	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Daily Total :		73	133	96	37	5	0	0	0	0	0	0	0	0	0	0	0	344
Percent :		21%	39%	28%	11%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		21%	60%	88%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		3	6	4	2	0	0	0	0	0	0	0	0	0	0	0	0	15

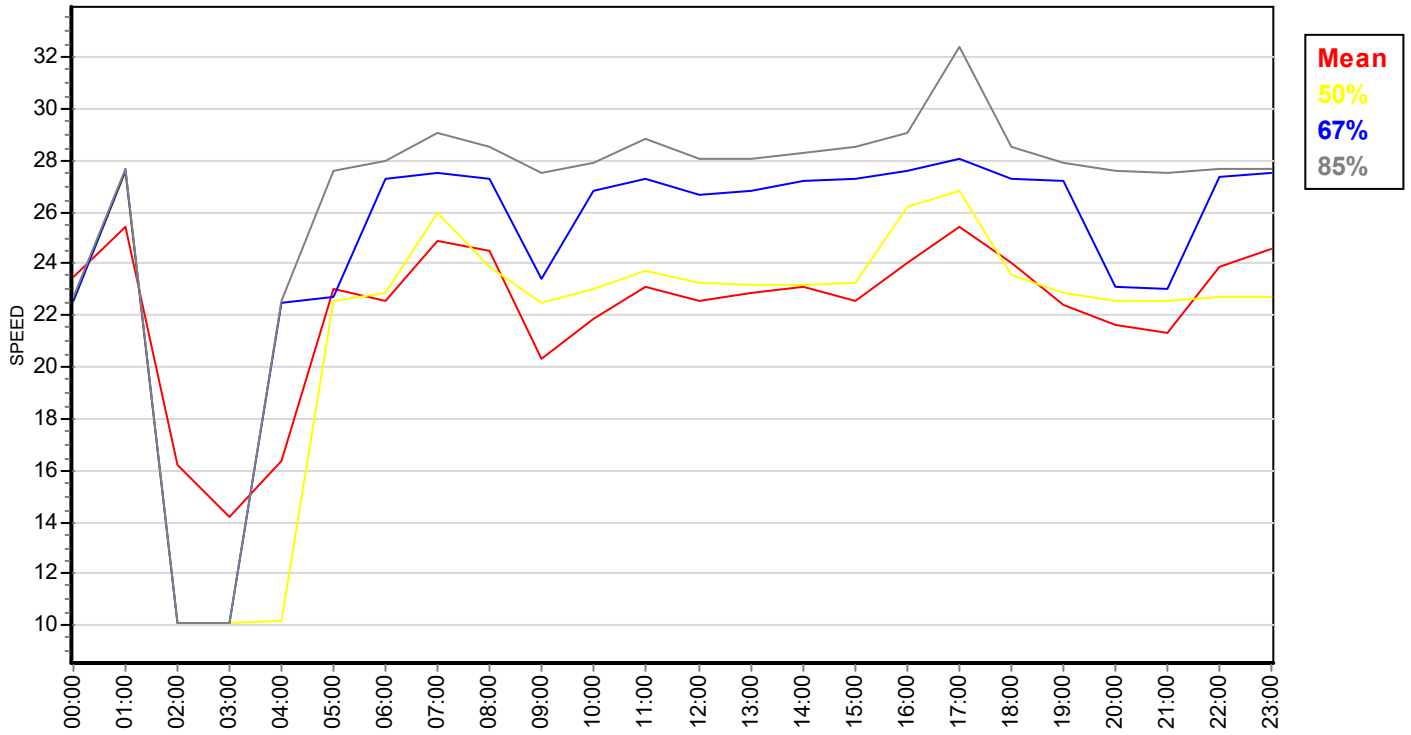
Average Speed	22.5 mph	50% Speed :	23.5 mph	67% Speed :	26.5 mph	85% Speed :	29.3 mph
				10mph Pace:	20.1 - 30.0 (66.6%)		

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16		
	0 -	20 -	25 -	30 -	35 -	40 -	45 -	50 -	55 -	60 -	65 -	70 -	75 -	80 -	85 -			
<i>Date</i>	<i>Time</i>	19.9	24.9	29.9	34.9	39.9	44.9	49.9	54.9	59.9	64.9	69.9	74.9	79.9	84.9	89.9	<i>Other</i>	<i>Total</i>

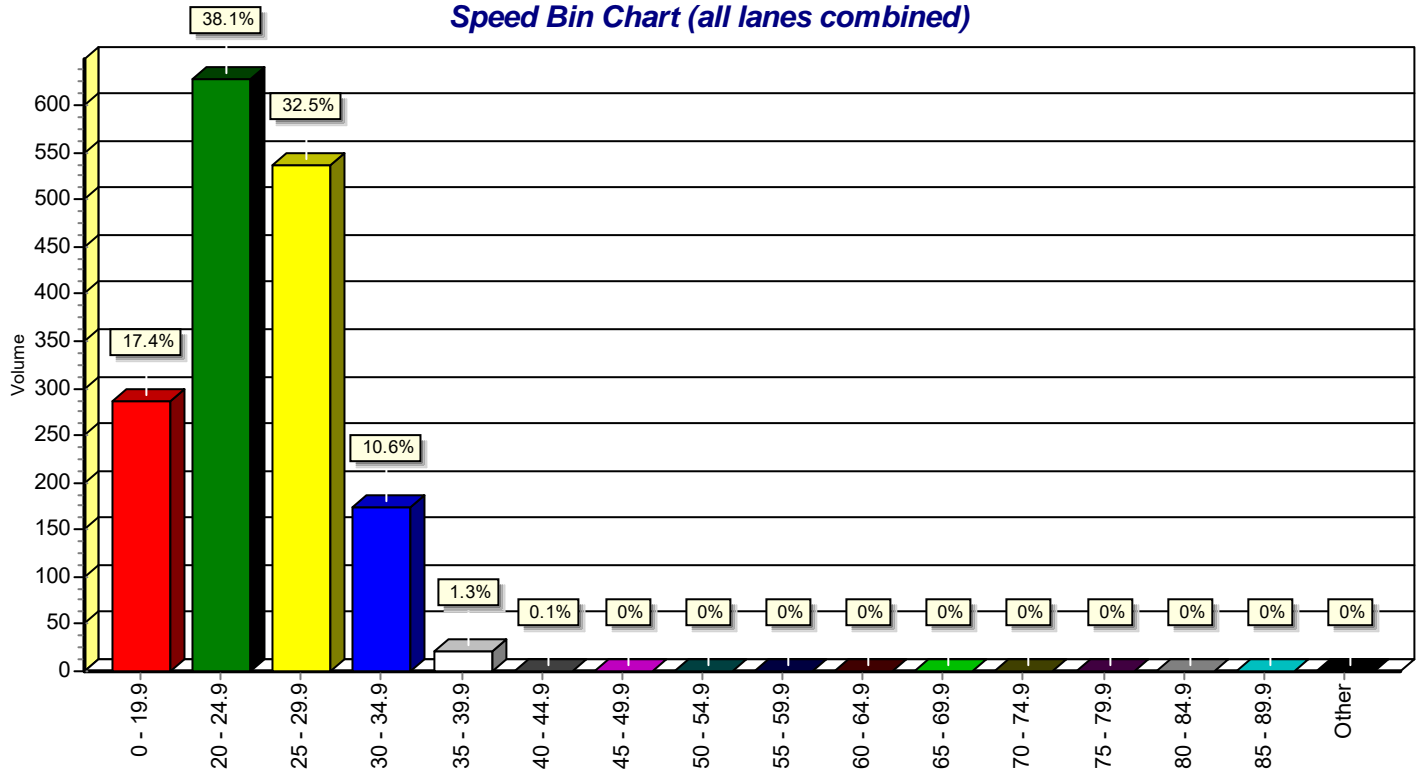
Special Speed Study Summary: Barnhart (seg 2)

Description	#1 0 - 19.9	#2 20 - 24.9	#3 25 - 29.9	#4 30 - 34.9	#5 35 - 39.9	#6 40 - 44.9	#7 45 - 49.9	#8 50 - 54.9	#9 55 - 59.9	#10 60 - 64.9	#11 65 - 69.9	#12 70 - 74.9	#13 75 - 79.9	#14 80 - 84.9	#15 85 - 89.9	#16 Other	Total															
Grand Total #1:	153	362	301	104	10	1	0	0	0	0	0	0	0	0	0	0	931															
Percent :	16%	39%	32%	11%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%																
Cum. Percent :	16%	55%	88%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%																
Average :	3	8	6	2	0	0	0	0	0	0	0	0	0	0	0	0	19															
ADT = 465	<table style="width: 100%; border: 1px solid black;"> <tr> <td>Average Speed</td> <td>23.3 mph</td> <td>50% Speed :</td> <td>24.2 mph</td> <td>67% Speed :</td> <td>26.8 mph</td> <td>85% Speed :</td> <td>29.5 mph</td> </tr> <tr> <td colspan="8">10mph Pace: 20.1 - 30.0 (71.4%)</td> </tr> </table>																Average Speed	23.3 mph	50% Speed :	24.2 mph	67% Speed :	26.8 mph	85% Speed :	29.5 mph	10mph Pace: 20.1 - 30.0 (71.4%)							
Average Speed	23.3 mph	50% Speed :	24.2 mph	67% Speed :	26.8 mph	85% Speed :	29.5 mph																									
10mph Pace: 20.1 - 30.0 (71.4%)																																
Grand Total #3:	134	266	235	71	11	0	0	0	0	0	0	0	0	0	0	0	717															
Percent :	19%	37%	33%	10%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%																
Cum. Percent :	19%	56%	89%	98%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%																
Average :	3	6	5	1	0	0	0	0	0	0	0	0	0	0	0	0	15															
ADT = 358	<table style="width: 100%; border: 1px solid black;"> <tr> <td>Average Speed</td> <td>23.0 mph</td> <td>50% Speed :</td> <td>24.1 mph</td> <td>67% Speed :</td> <td>26.7 mph</td> <td>85% Speed :</td> <td>29.4 mph</td> </tr> <tr> <td colspan="8">10mph Pace: 20.1 - 30.0 (69.9%)</td> </tr> </table>																Average Speed	23.0 mph	50% Speed :	24.1 mph	67% Speed :	26.7 mph	85% Speed :	29.4 mph	10mph Pace: 20.1 - 30.0 (69.9%)							
Average Speed	23.0 mph	50% Speed :	24.1 mph	67% Speed :	26.7 mph	85% Speed :	29.4 mph																									
10mph Pace: 20.1 - 30.0 (69.9%)																																
Comb. Total :	287	628	536	175	21	1	0	0	0	0	0	0	0	0	0	0	1648															
Percent :	17%	38%	33%	11%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%																
Cum. Percent :	17%	56%	88%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%																
Average :	6	13	11	4	0	0	0	0	0	0	0	0	0	0	0	0	34															
ADT = 824	<table style="width: 100%; border: 1px solid black;"> <tr> <td>Average Speed</td> <td>23.2 mph</td> <td>50% Speed :</td> <td>24.3 mph</td> <td>67% Speed :</td> <td>26.8 mph</td> <td>85% Speed :</td> <td>29.5 mph</td> </tr> <tr> <td colspan="8">10mph Pace: 20.1 - 30.0 (70.9%)</td> </tr> </table>																Average Speed	23.2 mph	50% Speed :	24.3 mph	67% Speed :	26.8 mph	85% Speed :	29.5 mph	10mph Pace: 20.1 - 30.0 (70.9%)							
Average Speed	23.2 mph	50% Speed :	24.3 mph	67% Speed :	26.8 mph	85% Speed :	29.5 mph																									
10mph Pace: 20.1 - 30.0 (70.9%)																																

Speed Percent vs. Time (all lanes)



Speed Bin Chart (all lanes combined)



Special Speed Study Report: Barnhart (seg 3)

Station ID : Barnhart (seg 3)

Info Line 1 : Between La Costa & Mendius
 Info Line 2 : Albuquerque

GPS Lat/Lon : 35 09.2659,N / 106 34.9472,W
 DB File : B 3.DB

Last Connected Device Type : OmegaX3
 Version Number : 1.35
 Serial Number : 0916XC33035
 Number of Lanes : 2
 Posted Speed Limit : 0.0 mph

Lane #1 Configuration

#	Dir.	Information	Vehicle Sensors	Sensor Spacing	Loop Length	Comment
1.		Southbound	Ax-Ax	4.0 ft	6.0 ft	

Lane #1 Special Speed Study Data From: 00:00 - 05/24/2017 To: 23:59 - 05/25/2017

Date	Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	Total
		0 - 19.9	20 - 24.9	25 - 29.9	30 - 34.9	35 - 39.9	40 - 44.9	45 - 49.9	50 - 54.9	55 - 59.9	60 - 64.9	65 - 69.9	70 - 74.9	75 - 79.9	80 - 84.9	85 - 89.9	Other	
5/24/2017	00:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Wed	01:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	02:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	04:00	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	05:00	1	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	06:00	1	10	8	0	0	0	0	0	0	0	0	0	0	0	0	0	19
	07:00	5	33	22	9	1	0	0	0	0	0	0	0	0	0	0	0	70
	08:00	3	22	21	1	1	0	0	0	0	0	0	0	0	0	0	0	48
	09:00	4	14	8	1	0	0	0	0	0	0	0	0	0	0	0	0	27
	10:00	1	12	10	3	0	0	0	0	0	0	0	0	0	0	0	0	26
	11:00	3	10	19	7	0	0	0	0	0	0	0	0	0	0	0	0	39
	12:00	6	20	10	5	0	0	0	0	0	0	0	0	0	0	0	0	41
	13:00	1	15	12	2	0	1	0	0	0	0	0	0	0	0	0	0	31
	14:00	6	11	7	2	1	0	0	0	0	0	0	0	0	0	0	0	27
	15:00	4	10	9	5	0	0	0	0	0	0	0	0	0	0	0	0	28
	16:00	5	12	13	6	2	0	0	0	0	0	0	0	0	0	0	0	38
	17:00	5	13	14	7	0	0	0	0	0	0	0	0	0	0	0	0	39
	18:00	3	19	3	4	1	0	0	0	0	0	0	0	0	0	0	0	30
	19:00	5	10	2	2	0	0	0	0	0	0	0	0	0	0	0	0	19
	20:00	4	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	12
	21:00	1	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	9
	22:00	2	6	3	1	0	0	0	0	0	0	0	0	0	0	0	0	12
	23:00	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Daily Total :		63	231	171	57	6	1	0	0	0	0	0	0	0	0	0	0	529
Percent :		12%	44%	32%	11%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		12%	56%	88%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		3	10	7	2	0	0	0	0	0	0	0	0	0	0	0	0	22

Average Speed	23.9 mph	50% Speed	: 24.3 mph	67% Speed	: 26.9 mph	85% Speed	: 29.5 mph
				10mph Pace: 20.1 - 30.0 (76.0%)			

Date	Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	Total
		0 - 19.9	20 - 24.9	25 - 29.9	30 - 34.9	35 - 39.9	40 - 44.9	45 - 49.9	50 - 54.9	55 - 59.9	60 - 64.9	65 - 69.9	70 - 74.9	75 - 79.9	80 - 84.9	85 - 89.9	Other	
5/25/201	00:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Thu	01:00	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	3	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	6
	05:00	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	06:00	4	6	4	3	0	0	1	0	0	0	0	0	0	0	0	0	18
	07:00	7	30	26	3	0	0	0	0	0	0	0	0	0	0	0	0	66
	08:00	3	11	14	5	0	0	0	0	0	0	0	0	0	0	0	0	33
	09:00	9	11	9	0	0	0	0	0	0	0	0	0	0	0	0	0	29
	10:00	8	11	9	3	0	0	0	0	0	0	0	0	0	0	0	0	31
	11:00	6	16	14	2	0	1	0	0	0	0	0	0	0	0	0	0	39
	12:00	8	8	13	1	1	0	0	0	0	0	0	0	0	0	0	0	31
	13:00	10	15	10	1	1	0	0	0	0	0	0	0	0	0	0	0	37
	14:00	6	13	14	0	1	0	0	0	0	0	0	0	0	0	0	0	34
	15:00	4	13	8	1	1	0	0	0	0	0	0	0	0	0	0	0	27
	16:00	2	19	17	1	1	0	0	0	0	0	0	0	0	0	0	0	40
	17:00	3	12	7	3	0	0	0	0	0	0	0	0	0	0	0	0	25
	18:00	4	4	7	2	0	0	0	0	0	0	0	0	0	0	0	0	17
	19:00	5	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	12
	20:00	0	5	2	2	0	0	0	0	0	0	0	0	0	0	0	0	9
	21:00	3	6	4	0	0	0	0	0	0	0	0	0	0	0	0	0	13
	22:00	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	4
	23:00	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3
Daily Total :		89	190	166	30	5	1	1	0	0	0	0	0	0	0	0	0	482
Percent :		18%	39%	34%	6%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		18%	58%	92%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		4	8	7	1	0	0	0	0	0	0	0	0	0	0	0	0	20

Average Speed	22.7 mph	50% Speed :	23.8 mph	67% Speed :	26.4 mph	85% Speed :	28.8 mph
				10mph Pace:	20.1 - 30.0 (73.9%)		

Lane #3 Configuration

#	Dir.	Information	Vehicle Sensors	Sensor Spacing	Loop Length	Comment
3.		Northbound	Ax-Ax	6.0 ft	0.0 ft	

Lane #3 Special Speed Study Data From: 00:00 - 05/24/2017 To: 23:59 - 05/25/2017

Date	Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	Total
		0 - 19.9	20 - 24.9	25 - 29.9	30 - 34.9	35 - 39.9	40 - 44.9	45 - 49.9	50 - 54.9	55 - 59.9	60 - 64.9	65 - 69.9	70 - 74.9	75 - 79.9	80 - 84.9	85 - 89.9	Other	
5/24/2017	00:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Wed	01:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	03:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	04:00	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	06:00	2	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	07:00	5	5	7	2	2	0	0	0	0	0	0	0	0	0	0	0	21
	08:00	5	5	7	1	0	0	0	0	0	0	0	0	0	0	0	0	18
	09:00	5	8	5	2	0	0	0	0	0	0	0	0	0	0	0	0	20
	10:00	6	14	4	0	0	0	0	0	0	0	0	0	0	0	0	0	24
	11:00	6	7	14	2	0	0	0	0	0	0	0	0	0	0	0	0	29
	12:00	9	12	11	4	0	0	0	0	0	0	0	0	0	0	0	0	36
	13:00	5	12	9	3	0	0	0	0	0	0	0	0	0	0	0	0	29
	14:00	3	10	6	1	0	0	0	0	0	0	0	0	0	0	0	0	20
	15:00	2	10	10	3	0	0	0	0	0	0	0	0	0	0	0	0	25
	16:00	4	9	20	3	0	0	0	0	0	0	0	0	0	0	0	0	36
	17:00	4	16	14	5	2	0	0	0	0	0	0	0	0	0	0	0	41
	18:00	4	15	9	1	0	0	0	0	0	0	0	0	0	0	0	0	29
	19:00	3	13	6	2	0	0	0	0	0	0	0	0	0	0	0	0	24
	20:00	6	10	4	0	1	0	0	0	0	0	0	0	0	0	0	0	21
	21:00	2	5	4	1	0	0	0	0	0	0	0	0	0	0	0	0	12
	22:00	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	23:00	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	4
Daily Total :		76	160	137	32	5	0	0	0	0	0	0	0	0	0	0	0	410
Percent :		19%	39%	33%	8%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		19%	58%	91%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		3	7	6	1	0	0	0	0	0	0	0	0	0	0	0	0	17

Average Speed 22.8 mph	50% Speed : 24.0 mph	67% Speed : 26.6 mph	85% Speed : 28.9 mph
10mph Pace: 20.1 - 30.0 (72.4%)			

Date	Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	Total
		0 - 19.9	20 - 24.9	25 - 29.9	30 - 34.9	35 - 39.9	40 - 44.9	45 - 49.9	50 - 54.9	55 - 59.9	60 - 64.9	65 - 69.9	70 - 74.9	75 - 79.9	80 - 84.9	85 - 89.9	Other	
5/25/201	00:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Thu	01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	02:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	04:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	05:00	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3
	06:00	2	1	1	3	0	0	1	0	0	0	0	0	0	0	0	0	8
	07:00	3	4	7	2	0	0	0	0	0	0	0	0	0	0	0	0	16
	08:00	5	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	13
	09:00	4	8	5	2	0	0	0	0	0	0	0	0	0	0	0	0	19
	10:00	2	8	5	1	0	0	0	0	0	0	0	0	0	0	0	0	16
	11:00	8	7	11	0	0	0	0	0	0	0	0	0	0	0	0	0	26
	12:00	5	12	10	0	0	0	0	0	0	0	0	0	0	0	0	0	27
	13:00	9	13	10	0	1	0	0	0	0	0	0	0	0	0	0	0	33
	14:00	5	9	3	2	0	0	0	0	0	0	0	0	0	0	0	0	19
	15:00	4	13	11	3	1	0	0	0	0	0	0	0	0	0	0	0	32
	16:00	8	14	9	5	0	0	0	0	0	0	0	0	0	0	0	0	36
	17:00	10	6	13	7	0	0	0	0	0	0	0	0	0	0	0	0	36
	18:00	4	11	9	3	0	1	0	0	0	0	0	0	0	0	0	0	28
	19:00	3	9	4	2	0	0	0	0	0	0	0	0	0	0	0	0	18
	20:00	4	6	1	0	1	0	0	0	0	0	0	0	0	0	0	0	12
	21:00	5	6	5	0	0	0	0	0	0	0	0	0	0	0	0	0	16
	22:00	2	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	9
	23:00	3	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	7
Daily Total :		89	142	113	31	3	1	1	0	0	0	0	0	0	0	0	0	380
Percent :		23%	37%	30%	8%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		23%	61%	91%	99%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		4	6	5	1	0	0	0	0	0	0	0	0	0	0	0	0	16

Average Speed	22.1 mph	50% Speed :	23.5 mph	67% Speed :	26.5 mph	85% Speed :	28.6 mph
				10mph Pace:	20.1 - 30.0 (67.1%)		

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16		
	0 -	20 -	25 -	30 -	35 -	40 -	45 -	50 -	55 -	60 -	65 -	70 -	75 -	80 -	85 -			
<i>Date</i>	<i>Time</i>	19.9	24.9	29.9	34.9	39.9	44.9	49.9	54.9	59.9	64.9	69.9	74.9	79.9	84.9	89.9	<i>Other</i>	<i>Total</i>

Special Speed Study Summary: Barnhart (seg 3)

Description	#1 0 - 19.9	#2 20 - 24.9	#3 25 - 29.9	#4 30 - 34.9	#5 35 - 39.9	#6 40 - 44.9	#7 45 - 49.9	#8 50 - 54.9	#9 55 - 59.9	#10 60 - 64.9	#11 65 - 69.9	#12 70 - 74.9	#13 75 - 79.9	#14 80 - 84.9	#15 85 - 89.9	#16 Other	Total															
Grand Total #1:	152	421	337	87	11	2	1	0	0	0	0	0	0	0	0	0	1011															
Percent :	15%	42%	33%	9%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%																
Cum. Percent :	15%	57%	90%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%																
Average :	3	9	7	2	0	0	0	0	0	0	0	0	0	0	0	0	21															
ADT = 505	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td>Average Speed</td> <td>23.3 mph</td> <td>50% Speed :</td> <td>24.2 mph</td> <td>67% Speed :</td> <td>26.7 mph</td> <td>85% Speed :</td> <td>29.2 mph</td> </tr> <tr> <td colspan="8">10mph Pace: 20.1 - 30.0 (75.2%)</td> </tr> </table>																Average Speed	23.3 mph	50% Speed :	24.2 mph	67% Speed :	26.7 mph	85% Speed :	29.2 mph	10mph Pace: 20.1 - 30.0 (75.2%)							
Average Speed	23.3 mph	50% Speed :	24.2 mph	67% Speed :	26.7 mph	85% Speed :	29.2 mph																									
10mph Pace: 20.1 - 30.0 (75.2%)																																
Grand Total #3:	165	302	250	63	8	1	1	0	0	0	0	0	0	0	0	0	790															
Percent :	21%	38%	32%	8%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%																
Cum. Percent :	21%	59%	91%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%																
Average :	3	6	5	1	0	0	0	0	0	0	0	0	0	0	0	0	15															
ADT = 395	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td>Average Speed</td> <td>22.4 mph</td> <td>50% Speed :</td> <td>23.8 mph</td> <td>67% Speed :</td> <td>26.3 mph</td> <td>85% Speed :</td> <td>29.0 mph</td> </tr> <tr> <td colspan="8">10mph Pace: 20.1 - 30.0 (69.9%)</td> </tr> </table>																Average Speed	22.4 mph	50% Speed :	23.8 mph	67% Speed :	26.3 mph	85% Speed :	29.0 mph	10mph Pace: 20.1 - 30.0 (69.9%)							
Average Speed	22.4 mph	50% Speed :	23.8 mph	67% Speed :	26.3 mph	85% Speed :	29.0 mph																									
10mph Pace: 20.1 - 30.0 (69.9%)																																
Comb. Total :	317	723	587	150	19	3	2	0	0	0	0	0	0	0	0	0	1801															
Percent :	18%	40%	33%	8%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%																
Cum. Percent :	18%	58%	90%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%																
Average :	7	15	12	3	0	0	0	0	0	0	0	0	0	0	0	0	37															
ADT = 900	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td>Average Speed</td> <td>22.9 mph</td> <td>50% Speed :</td> <td>24.0 mph</td> <td>67% Speed :</td> <td>26.5 mph</td> <td>85% Speed :</td> <td>29.1 mph</td> </tr> <tr> <td colspan="8">10mph Pace: 20.1 - 30.0 (72.8%)</td> </tr> </table>																Average Speed	22.9 mph	50% Speed :	24.0 mph	67% Speed :	26.5 mph	85% Speed :	29.1 mph	10mph Pace: 20.1 - 30.0 (72.8%)							
Average Speed	22.9 mph	50% Speed :	24.0 mph	67% Speed :	26.5 mph	85% Speed :	29.1 mph																									
10mph Pace: 20.1 - 30.0 (72.8%)																																

Special Speed Study Report: Barnhart (seg 4)

Station ID : Barnhart (seg 4)

Info Line 1 : Between Christy & La Costa
 Info Line 2 : Albuquerque

GPS Lat/Lon :

DB File : BERN 3 1SB.DB

Last Connected Device Type : Apollo

Version Number : 1.66

Serial Number :

Number of Lanes : 1

Posted Speed Limit : 0.0 mph

Lane #1 Configuration

#	Dir.	Information	Vehicle Sensors	Sensor Spacing	Loop Length	Comment
1.		Southbound	Ax-Ax	4.0 ft	6.0 ft	

Lane #1 Special Speed Study Data From: 00:00 - 05/24/2017 To: 23:59 - 05/25/2017

Date	Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	Total
		0 - 19.9	20 - 24.9	25 - 29.9	30 - 34.9	35 - 39.9	40 - 44.9	45 - 49.9	50 - 54.9	55 - 59.9	60 - 64.9	65 - 69.9	70 - 74.9	75 - 79.9	80 - 84.9	85 - 89.9	Other	
05/24/17	00:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Wed	01:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	02:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	04:00	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	05:00	2	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	7
	06:00	2	10	7	2	0	0	0	0	0	0	0	0	0	0	0	0	21
	07:00	11	34	28	10	1	0	0	0	0	0	0	0	0	0	0	0	84
	08:00	2	22	23	5	1	0	0	0	0	0	0	0	0	0	0	0	53
	09:00	16	13	10	2	0	0	0	0	0	0	0	0	0	0	0	0	41
	10:00	2	12	11	1	0	0	0	0	0	0	0	0	0	0	0	0	26
	11:00	4	9	22	8	0	0	0	0	0	0	0	0	0	0	0	0	43
	12:00	3	27	11	4	1	0	0	0	0	0	0	0	0	0	0	0	46
	13:00	6	16	4	5	0	0	0	0	0	0	0	0	0	0	0	0	31
	14:00	6	13	10	4	0	0	0	0	0	0	0	0	0	0	0	0	33
	15:00	6	6	13	4	0	0	0	0	0	0	0	0	0	0	0	0	29
	16:00	4	12	17	7	2	0	0	0	0	0	0	0	0	0	0	0	42
	17:00	3	15	12	7	0	1	0	0	0	0	0	0	0	0	0	0	38
	18:00	3	15	8	5	1	0	0	0	0	0	0	0	0	0	0	0	32
	19:00	8	7	3	2	0	0	0	0	0	0	0	0	0	0	0	0	20
	20:00	3	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	12
	21:00	4	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	11
	22:00	0	6	5	1	0	0	0	0	0	0	0	0	0	0	0	0	12
	23:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Daily Total :		89	233	195	70	6	1	0	0	0	0	0	0	0	0	0	0	594
Percent :		15%	39%	33%	12%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		15%	54%	87%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		4	10	8	3	0	0	0	0	0	0	0	0	0	0	0	0	25

Average Speed	23.6 mph	50% Speed : 24.4 mph	67% Speed : 27.0 mph
			85% Speed : 29.6 mph
10mph Pace: 20.1 - 30.0 (72.1%)			

Date	Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	Total
		0 - 19.9	20 - 24.9	25 - 29.9	30 - 34.9	35 - 39.9	40 - 44.9	45 - 49.9	50 - 54.9	55 - 59.9	60 - 64.9	65 - 69.9	70 - 74.9	75 - 79.9	80 - 84.9	85 - 89.9	Other	
05/25/17	00:00	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Thu	01:00	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	04:00	3	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	6
	05:00	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	06:00	4	7	5	3	0	0	0	0	0	0	0	0	0	0	0	0	19
	07:00	18	28	35	3	2	0	0	0	0	0	0	0	0	0	0	0	86
	08:00	6	14	17	4	0	0	0	0	0	0	0	0	0	0	0	0	41
	09:00	6	19	5	1	0	0	0	0	0	0	0	0	0	0	0	0	31
	10:00	10	16	9	2	0	0	0	0	0	0	0	0	0	0	0	0	37
	11:00	8	12	15	7	0	1	0	0	0	0	0	0	0	0	0	0	43
	12:00	6	16	11	2	1	0	0	0	0	0	0	0	0	0	0	0	36
	13:00	13	16	10	2	1	0	0	0	0	0	0	0	0	0	0	0	42
	14:00	7	14	13	2	1	0	0	0	0	0	0	0	0	0	0	0	37
	15:00	4	9	8	5	0	0	0	0	0	0	0	0	0	0	0	0	26
	16:00	4	15	18	4	2	0	0	0	0	0	0	0	0	0	0	0	43
	17:00	6	9	7	5	0	0	0	0	0	0	0	0	0	0	0	0	27
	18:00	4	10	6	4	0	0	0	0	0	0	0	0	0	0	0	0	24
	19:00	6	6	5	0	0	0	0	0	0	0	0	0	0	0	0	0	17
	20:00	4	7	2	2	0	0	0	0	0	0	0	0	0	0	0	0	15
	21:00	3	7	4	0	0	0	0	0	0	0	0	0	0	0	0	0	14
	22:00	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3
	23:00	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Daily Total :		117	216	176	48	7	1	0	0	0	0	0	0	0	0	0	0	565
Percent :		21%	38%	31%	8%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		21%	59%	90%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		5	9	7	2	0	0	0	0	0	0	0	0	0	0	0	0	23

Average Speed	22.5 mph	50% Speed :	23.7 mph	67% Speed :	26.5 mph	85% Speed :	29.1 mph
		10mph Pace:	20.1 - 30.0	(69.4%)			

Lane #3 Configuration

#	Dir.	Information	Vehicle Sensors	Sensor Spacing	Loop Length	Comment
3.		Northbound	Ax-Ax	4.0 ft	6.0 ft	

Lane #3 Special Speed Study Data From: 00:00 - 05/24/2017 To: 23:59 - 05/25/2017

Date	Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	Total
		0 - 19.9	20 - 24.9	25 - 29.9	30 - 34.9	35 - 39.9	40 - 44.9	45 - 49.9	50 - 54.9	55 - 59.9	60 - 64.9	65 - 69.9	70 - 74.9	75 - 79.9	80 - 84.9	85 - 89.9	Other	
05/24/17	00:00	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Wed	01:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	04:00	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	06:00	3	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	07:00	2	7	7	2	2	0	0	0	0	0	0	0	0	0	0	0	20
	08:00	3	8	7	0	0	0	0	0	0	0	0	0	0	0	0	0	18
	09:00	4	10	4	2	0	0	0	0	0	0	0	0	0	0	0	0	20
	10:00	7	9	10	0	0	0	0	0	0	0	0	0	0	0	0	0	26
	11:00	5	9	15	2	0	0	0	0	0	0	0	0	0	0	0	0	31
	12:00	7	14	11	4	1	0	0	0	0	0	0	0	0	0	0	0	37
	13:00	8	18	5	1	0	0	0	0	0	0	0	0	0	0	0	0	32
	14:00	8	15	6	1	0	0	0	0	0	0	0	0	0	0	0	0	30
	15:00	8	9	9	3	0	0	0	0	0	0	0	0	0	0	0	0	29
	16:00	8	12	16	4	0	0	0	0	0	0	0	0	0	0	0	0	40
	17:00	9	15	14	4	2	0	0	0	0	0	0	0	0	0	0	0	44
	18:00	7	20	6	2	0	0	0	0	0	0	0	0	0	0	0	0	35
	19:00	7	11	8	1	0	0	0	0	0	0	0	0	0	0	0	0	27
	20:00	8	8	6	1	0	0	0	0	0	0	0	0	0	0	0	0	23
	21:00	3	7	5	0	0	0	0	0	0	0	0	0	0	0	0	0	15
	22:00	3	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	8
	23:00	1	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	7

Daily Total :	105	186	134	29	6	0	0	0	0	0	0	0	0	0	0	0	0	460
Percent :	23%	40%	29%	6%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	23%	63%	92%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	4	8	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	19

Average Speed	21.9 mph	50% Speed : 23.2 mph	67% Speed : 26.0 mph
		85% Speed : 28.5 mph	
10mph Pace: 20.1 - 30.0 (69.6%)			

Date	Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	Total
		0 - 19.9	20 - 24.9	25 - 29.9	30 - 34.9	35 - 39.9	40 - 44.9	45 - 49.9	50 - 54.9	55 - 59.9	60 - 64.9	65 - 69.9	70 - 74.9	75 - 79.9	80 - 84.9	85 - 89.9	Other	
05/25/17	00:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Thu	01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	04:00	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	05:00	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3
	06:00	1	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	7
	07:00	2	5	8	1	0	0	0	0	0	0	0	0	0	0	0	0	16
	08:00	5	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	11
	09:00	4	10	6	1	0	0	0	0	0	0	0	0	0	0	0	0	21
	10:00	2	9	4	2	0	0	0	0	0	0	0	0	0	0	0	0	17
	11:00	7	12	9	0	0	0	0	0	0	0	0	0	0	0	0	0	28
	12:00	8	12	10	0	0	0	0	0	0	0	0	0	0	0	0	0	30
	13:00	9	19	7	0	0	0	0	0	0	0	0	0	0	0	0	0	35
	14:00	7	12	4	2	0	0	0	0	0	0	0	0	0	0	0	0	25
	15:00	7	18	9	5	1	0	0	0	0	0	0	0	0	0	0	0	40
	16:00	4	15	13	3	1	0	0	0	0	0	0	0	0	0	0	0	36
	17:00	10	9	10	10	1	0	0	0	0	0	0	0	0	0	1	0	41
	18:00	6	18	9	3	0	1	0	0	0	0	0	0	0	0	0	0	37
	19:00	6	11	3	3	0	0	0	0	0	0	0	0	0	0	0	0	23
	20:00	4	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	12
	21:00	5	11	6	0	0	0	0	0	0	0	0	0	0	0	0	0	22
	22:00	1	4	4	1	0	0	0	0	0	0	0	0	0	0	0	0	10
	23:00	1	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	6
Daily Total :		94	184	108	36	3	1	0	0	0	0	0	0	0	0	1	0	427
Percent :		22%	43%	25%	8%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		22%	65%	90%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		4	8	5	2	0	0	0	0	0	0	0	0	0	0	0	0	19

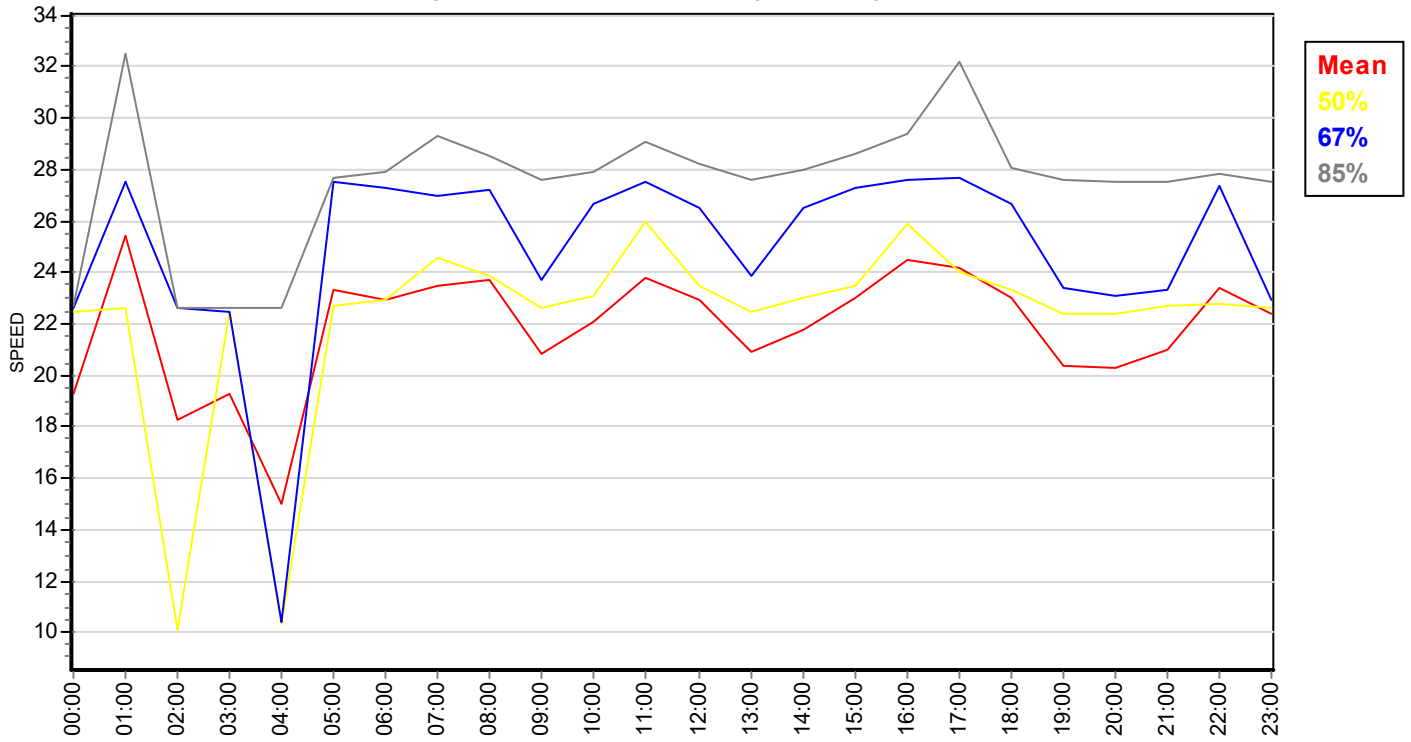
Average Speed	22.1 mph	50% Speed :	23.1 mph	67% Speed :	25.5 mph	85% Speed :	28.5 mph
				10mph Pace:	20.1 - 30.0 (68.4%)		

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16		
	0 -	20 -	25 -	30 -	35 -	40 -	45 -	50 -	55 -	60 -	65 -	70 -	75 -	80 -	85 -			
Date	Time	19.9	24.9	29.9	34.9	39.9	44.9	49.9	54.9	59.9	64.9	69.9	74.9	79.9	84.9	89.9	Other	Total

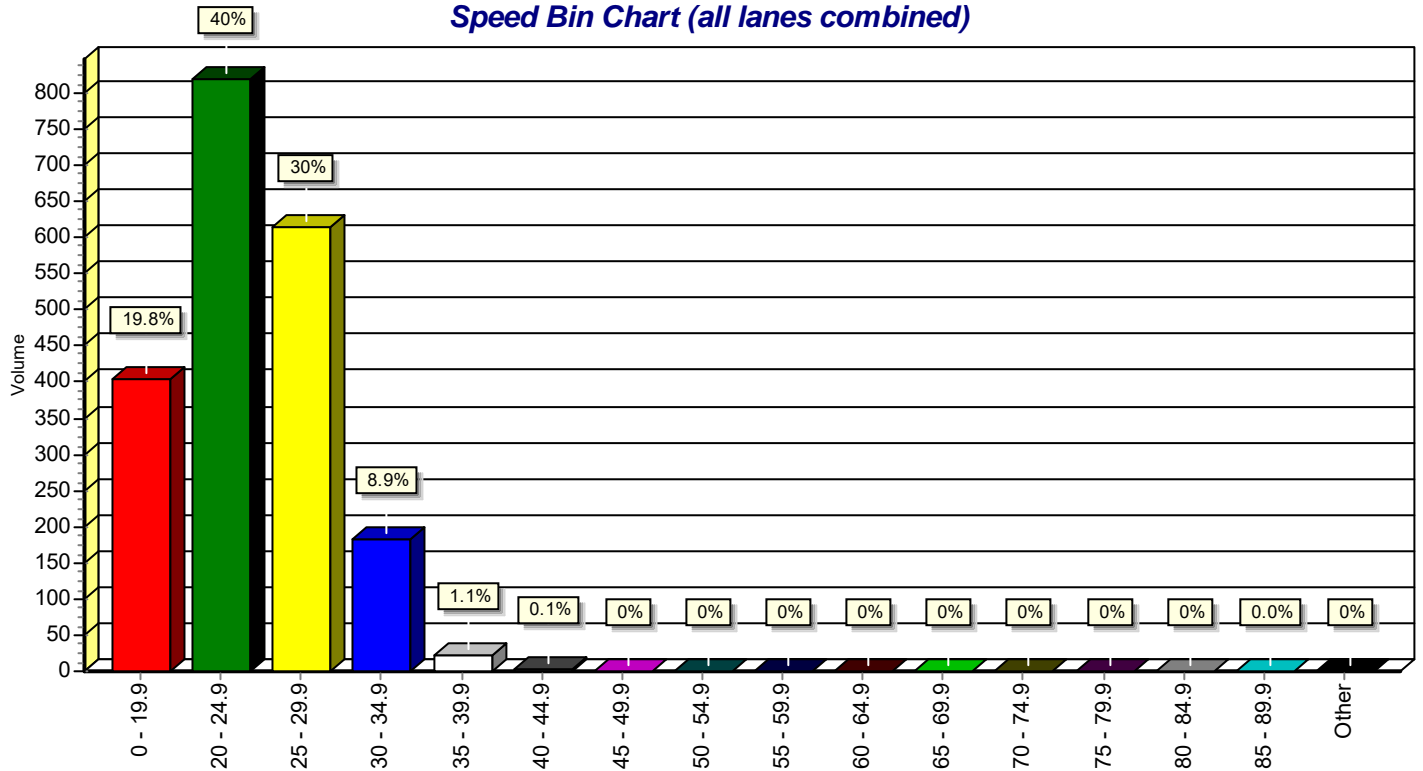
Special Speed Study Summary: Barnhart (seg 4)

Description	#1 0 - 19.9	#2 20 - 24.9	#3 25 - 29.9	#4 30 - 34.9	#5 35 - 39.9	#6 40 - 44.9	#7 45 - 49.9	#8 50 - 54.9	#9 55 - 59.9	#10 60 - 64.9	#11 65 - 69.9	#12 70 - 74.9	#13 75 - 79.9	#14 80 - 84.9	#15 85 - 89.9	#16 Other	Total															
Grand Total #1:	206	449	371	118	13	2	0	0	0	0	0	0	0	0	0	0	1159															
Percent :	18%	39%	32%	10%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%																
Cum. Percent :	18%	57%	89%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%																
Average :	4	9	8	2	0	0	0	0	0	0	0	0	0	0	0	0	23															
ADT = 579	<table style="width: 100%; border: 1px solid black;"> <tr> <td>Average Speed</td> <td>23.1 mph</td> <td>50% Speed :</td> <td>24.1 mph</td> <td>67% Speed :</td> <td>26.7 mph</td> <td>85% Speed :</td> <td>29.3 mph</td> </tr> <tr> <td colspan="8">10mph Pace: 20.1 - 30.0 (70.9%)</td> </tr> </table>																Average Speed	23.1 mph	50% Speed :	24.1 mph	67% Speed :	26.7 mph	85% Speed :	29.3 mph	10mph Pace: 20.1 - 30.0 (70.9%)							
Average Speed	23.1 mph	50% Speed :	24.1 mph	67% Speed :	26.7 mph	85% Speed :	29.3 mph																									
10mph Pace: 20.1 - 30.0 (70.9%)																																
Grand Total #3:	199	370	242	65	9	1	0	0	0	0	0	0	0	0	1	0	887															
Percent :	22%	42%	27%	7%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%																
Cum. Percent :	22%	64%	91%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%																
Average :	4	8	5	1	0	0	0	0	0	0	0	0	0	0	0	0	18															
ADT = 443	<table style="width: 100%; border: 1px solid black;"> <tr> <td>Average Speed</td> <td>22.0 mph</td> <td>50% Speed :</td> <td>23.3 mph</td> <td>67% Speed :</td> <td>25.6 mph</td> <td>85% Speed :</td> <td>28.8 mph</td> </tr> <tr> <td colspan="8">10mph Pace: 20.1 - 30.0 (69.0%)</td> </tr> </table>																Average Speed	22.0 mph	50% Speed :	23.3 mph	67% Speed :	25.6 mph	85% Speed :	28.8 mph	10mph Pace: 20.1 - 30.0 (69.0%)							
Average Speed	22.0 mph	50% Speed :	23.3 mph	67% Speed :	25.6 mph	85% Speed :	28.8 mph																									
10mph Pace: 20.1 - 30.0 (69.0%)																																
Comb. Total :	405	819	613	183	22	3	0	0	0	0	0	0	0	0	1	0	2046															
Percent :	20%	40%	30%	9%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%																
Cum. Percent :	20%	60%	90%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%																
Average :	8	17	13	4	0	0	0	0	0	0	0	0	0	0	0	0	42															
ADT = 1023	<table style="width: 100%; border: 1px solid black;"> <tr> <td>Average Speed</td> <td>22.6 mph</td> <td>50% Speed :</td> <td>23.7 mph</td> <td>67% Speed :</td> <td>26.3 mph</td> <td>85% Speed :</td> <td>29.1 mph</td> </tr> <tr> <td colspan="8">10mph Pace: 20.1 - 30.0 (70.2%)</td> </tr> </table>																Average Speed	22.6 mph	50% Speed :	23.7 mph	67% Speed :	26.3 mph	85% Speed :	29.1 mph	10mph Pace: 20.1 - 30.0 (70.2%)							
Average Speed	22.6 mph	50% Speed :	23.7 mph	67% Speed :	26.3 mph	85% Speed :	29.1 mph																									
10mph Pace: 20.1 - 30.0 (70.2%)																																

Speed Percent vs. Time (all lanes)



Speed Bin Chart (all lanes combined)



Special Speed Study Report: Barnhart (seg 5)

Station ID : Barnhart (seg 5)

Info Line 1 : Between Harper & Christy
Info Line 2 : Albuquerque

GPS Lat/Lon :

DB File : BERN 5.DB

Last Connected Device Type : Apollo

Version Number : 1.62

Serial Number : 24088

Number of Lanes : 1

Posted Speed Limit : 0.0 mph

Lane #1 Configuration

#	Dir.	Information	Vehicle Sensors	Sensor Spacing	Loop Length	Comment
1.		Southbound	Ax-Ax	4.0 ft	6.0 ft	

Lane #1 Special Speed Study Data From: 00:00 - 05/24/2017 To: 23:59 - 05/25/2017

Date	Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	Total
		0 - 19.9	20 - 24.9	25 - 29.9	30 - 34.9	35 - 39.9	40 - 44.9	45 - 49.9	50 - 54.9	55 - 59.9	60 - 64.9	65 - 69.9	70 - 74.9	75 - 79.9	80 - 84.9	85 - 89.9	Other	
05/24/17	00:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Wed	01:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	02:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	03:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	04:00	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	05:00	4	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	9
	06:00	4	13	4	0	0	0	0	0	0	0	0	0	0	0	0	0	21
	07:00	23	49	19	2	0	0	0	0	0	0	0	0	0	0	0	0	93
	08:00	18	36	12	0	0	0	0	0	0	0	0	0	0	0	0	0	66
	09:00	21	17	7	0	0	0	0	0	0	0	0	0	0	0	0	0	45
	10:00	14	15	3	1	0	0	0	0	0	0	0	0	0	0	0	0	33
	11:00	16	22	9	2	0	0	0	0	0	0	0	0	0	0	0	0	49
	12:00	11	24	12	0	0	0	0	0	0	0	0	0	0	0	0	0	47
	13:00	12	16	4	2	1	0	0	0	0	0	0	0	0	0	0	0	35
	14:00	23	16	8	0	0	0	0	0	0	0	0	0	0	0	0	0	47
	15:00	10	11	8	1	0	1	0	0	0	0	0	0	0	0	0	0	31
	16:00	9	18	15	2	0	0	0	0	0	0	0	0	0	0	0	0	44
	17:00	10	19	10	0	0	0	0	0	0	0	0	0	0	0	0	0	39
	18:00	12	20	6	2	0	0	0	0	0	0	0	0	0	0	0	0	40
	19:00	10	8	4	0	0	0	0	0	0	0	0	0	0	0	0	0	22
	20:00	5	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	13
	21:00	7	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	13
	22:00	3	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	13
	23:00	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Daily Total :		218	307	134	12	1	1	0	0	0	0	0	0	0	0	0	0	673
Percent :		32%	46%	20%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		32%	78%	98%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		9	13	6	1	0	0	0	0	0	0	0	0	0	0	0	0	29

Average Speed 19.6 mph 50% Speed : 22.0 mph 67% Speed : 23.8 mph 85% Speed : 26.9 mph
10mph Pace: 20.1 - 30.0 (65.5%)

Date	Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	Total
		0 - 19.9	20 - 24.9	25 - 29.9	30 - 34.9	35 - 39.9	40 - 44.9	45 - 49.9	50 - 54.9	55 - 59.9	60 - 64.9	65 - 69.9	70 - 74.9	75 - 79.9	80 - 84.9	85 - 89.9	Other	
05/25/17	00:00	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Thu	01:00	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	05:00	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	06:00	8	8	4	0	0	0	0	0	0	0	0	0	0	0	0	0	20
	07:00	28	49	19	1	0	0	0	0	0	0	0	0	0	0	0	0	97
	08:00	15	23	11	2	0	0	0	0	0	0	0	0	0	0	0	0	51
	09:00	14	14	6	0	0	0	0	0	0	0	0	0	0	0	0	0	34
	10:00	13	17	11	0	0	0	0	0	0	0	0	0	0	0	0	0	41
	11:00	14	19	12	1	1	0	0	0	0	0	0	0	0	0	0	0	47
	12:00	11	18	7	1	0	0	0	0	0	0	0	0	0	0	0	0	37
	13:00	17	16	7	1	0	0	0	0	0	0	0	0	0	0	0	0	41
	14:00	14	18	7	2	0	0	0	0	0	0	0	0	0	0	0	0	41
	15:00	10	12	6	1	0	0	0	0	0	0	0	0	0	0	0	0	29
	16:00	9	25	11	3	0	0	0	0	0	0	0	0	0	0	0	0	48
	17:00	10	15	5	1	0	0	0	0	0	0	0	0	0	0	0	0	31
	18:00	8	11	8	1	0	0	0	0	0	0	0	0	0	0	0	0	28
	19:00	9	7	4	0	0	0	0	0	0	0	0	0	0	0	0	0	20
	20:00	9	7	4	0	0	0	0	0	0	0	0	0	0	0	0	0	20
	21:00	8	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	18
	22:00	3	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	5
	23:00	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Daily Total :		209	277	129	15	1	0	0	0	0	0	0	0	0	0	0	0	631
Percent :		33%	44%	20%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		33%	77%	97%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		9	12	5	1	0	0	0	0	0	0	0	0	0	0	0	0	27

Average Speed	19.6 mph	50% Speed :	22.1 mph	67% Speed :	23.7 mph	85% Speed :	27.1 mph
				10mph Pace:	20.1 - 30.0 (64.3%)		

Lane #3 Configuration

#	Dir.	Information	Vehicle Sensors	Sensor Spacing	Loop Length	Comment
3.		Northbound	Ax-Ax	4.0 ft	6.0 ft	

Lane #3 Special Speed Study Data From: 00:00 - 05/24/2017 To: 23:59 - 05/25/2017

Date	Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	Total
		0 - 19.9	20 - 24.9	25 - 29.9	30 - 34.9	35 - 39.9	40 - 44.9	45 - 49.9	50 - 54.9	55 - 59.9	60 - 64.9	65 - 69.9	70 - 74.9	75 - 79.9	80 - 84.9	85 - 89.9	Other	
05/24/17	00:00	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Wed	01:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	02:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	04:00	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	06:00	5	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
	07:00	4	13	3	1	0	0	0	0	0	0	0	0	0	0	0	0	21
	08:00	12	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	24
	09:00	8	8	4	0	1	0	0	0	0	0	0	0	0	0	0	0	21
	10:00	15	15	3	0	0	0	0	0	0	0	0	0	0	0	0	0	33
	11:00	5	17	8	0	0	0	0	0	0	0	0	0	0	0	0	0	30
	12:00	11	19	9	0	0	0	0	0	0	0	0	0	0	0	0	0	39
	13:00	20	15	7	0	0	0	0	0	0	0	0	0	0	0	0	0	42
	14:00	17	11	4	0	0	0	0	0	0	0	0	0	0	0	0	0	32
	15:00	12	16	8	0	0	0	0	0	0	0	0	0	0	0	0	0	36
	16:00	12	24	14	0	0	0	0	0	0	0	0	0	0	0	0	0	50
	17:00	15	25	12	1	0	0	0	0	0	0	0	0	0	0	0	0	53
	18:00	13	19	4	1	0	0	0	0	0	0	0	0	0	0	0	0	37
	19:00	11	14	7	0	0	0	0	0	0	0	0	0	0	0	0	0	32
	20:00	13	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	26
	21:00	7	4	5	0	0	0	0	0	0	0	0	0	0	0	0	0	16
	22:00	6	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	12
	23:00	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	7

Daily Total :	195	237	94	4	1	0	0	0	0	0	0	0	0	0	0	0	0	531
Percent :	37%	45%	18%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	37%	81%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	8	10	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22

Average Speed 18.9 mph	50% Speed : 21.6 mph	67% Speed : 23.4 mph
85% Speed : 26.2 mph		
10mph Pace: 20.1 - 30.0 (62.3%)		

Date	Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	Total
		0 - 19.9	20 - 24.9	25 - 29.9	30 - 34.9	35 - 39.9	40 - 44.9	45 - 49.9	50 - 54.9	55 - 59.9	60 - 64.9	65 - 69.9	70 - 74.9	75 - 79.9	80 - 84.9	85 - 89.9	Other	
05/25/17	00:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Thu	01:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	02:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	03:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	04:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	05:00	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	06:00	2	4	2	0	0	0	1	0	0	0	0	0	0	0	0	0	9
	07:00	2	8	6	0	0	0	0	0	0	0	0	0	0	0	0	0	16
	08:00	10	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	13
	09:00	7	11	3	0	0	0	0	0	0	0	0	0	0	0	0	0	21
	10:00	10	7	4	0	0	0	0	0	0	0	0	0	0	0	0	0	21
	11:00	12	14	5	0	0	0	0	0	0	0	0	0	0	0	0	0	31
	12:00	12	21	4	0	0	0	0	0	0	0	0	0	0	0	0	0	37
	13:00	20	16	1	0	0	0	0	0	1	0	0	0	0	0	0	0	38
	14:00	14	9	6	1	0	0	0	0	0	0	0	0	0	0	0	0	30
	15:00	13	15	11	0	0	0	0	0	0	0	0	0	0	0	0	0	39
	16:00	11	16	10	0	1	0	0	0	0	0	0	0	0	0	0	0	38
	17:00	17	12	16	2	0	0	0	0	0	0	0	0	0	0	0	0	47
	18:00	17	16	13	1	0	0	0	0	0	0	0	0	0	0	0	0	47
	19:00	12	13	4	0	0	0	0	0	0	0	0	0	0	0	0	0	29
	20:00	12	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	19
	21:00	7	15	2	0	0	0	0	0	0	0	0	0	0	0	0	0	24
	22:00	4	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	12
	23:00	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
Daily Total :		193	196	92	5	1	0	1	0	1	0	0	0	0	0	0	0	489
Percent :		39%	40%	19%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		39%	80%	98%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		8	8	4	0	0	0	0	0	0	0	0	0	0	0	0	0	20

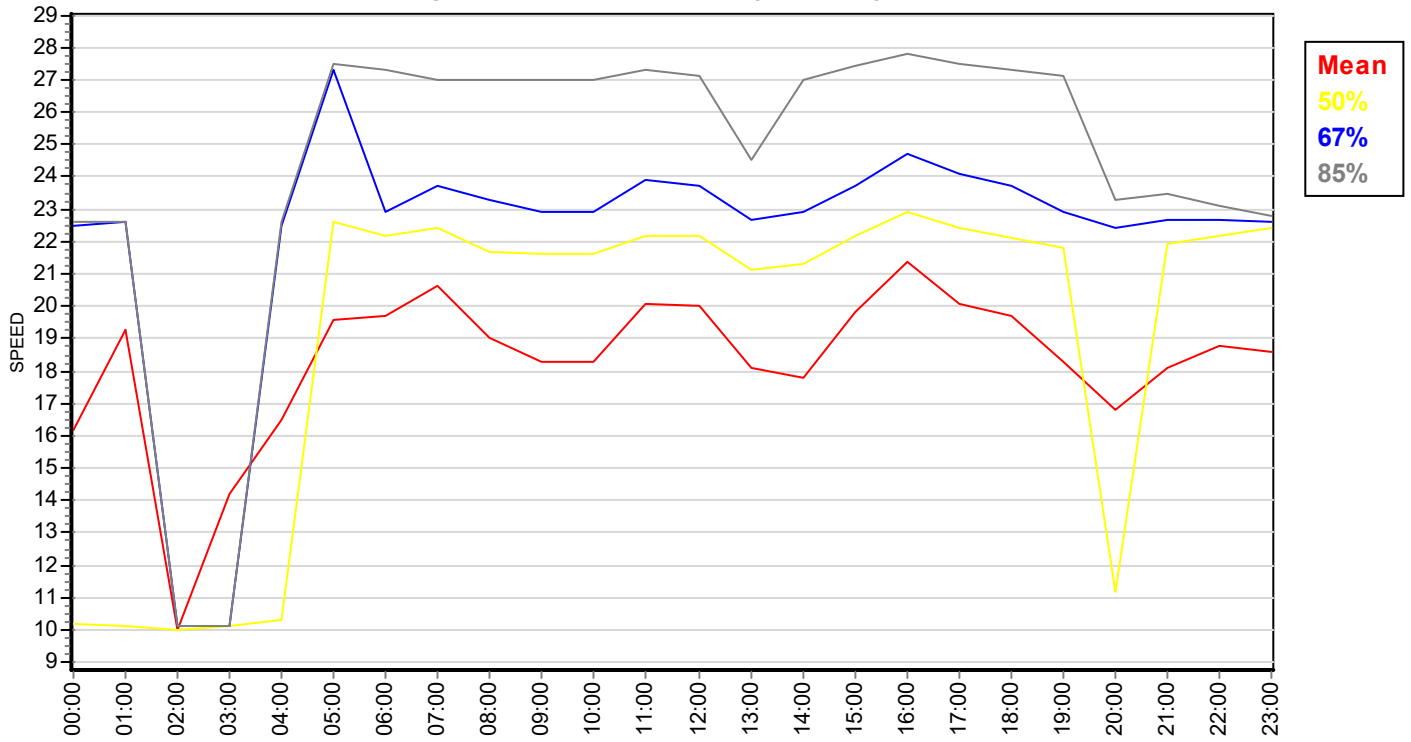
Average Speed	18.7 mph	50% Speed :	21.6 mph	67% Speed :	23.3 mph	85% Speed :	26.7 mph
				10mph Pace:	20.1 - 30.0 (58.9%)		

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16		
	0 -	20 -	25 -	30 -	35 -	40 -	45 -	50 -	55 -	60 -	65 -	70 -	75 -	80 -	85 -			
<i>Date</i>	19.9	24.9	29.9	34.9	39.9	44.9	49.9	54.9	59.9	64.9	69.9	74.9	79.9	84.9	89.9	<i>Other</i>	<i>Total</i>	

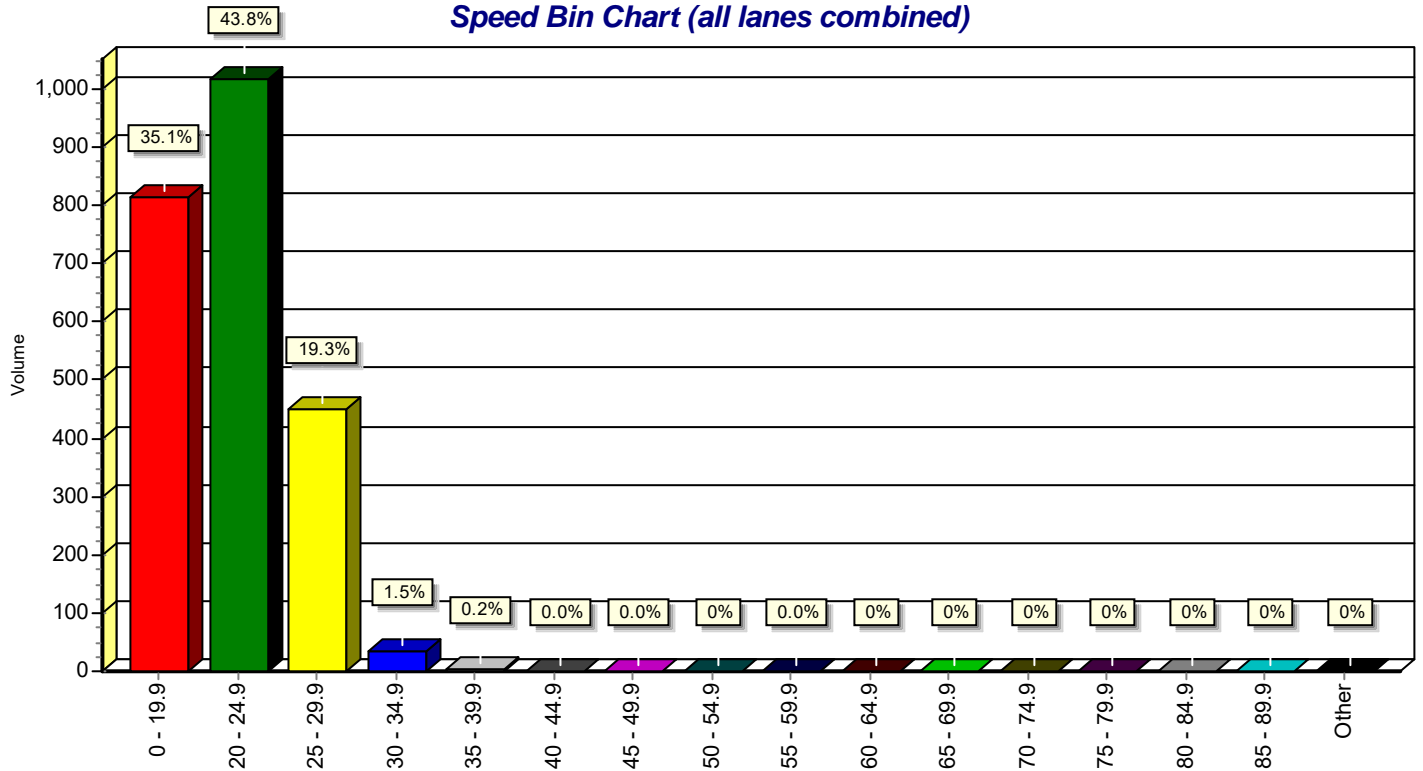
Special Speed Study Summary: Barnhart (seg 5)

Description	#1 0 - 19.9	#2 20 - 24.9	#3 25 - 29.9	#4 30 - 34.9	#5 35 - 39.9	#6 40 - 44.9	#7 45 - 49.9	#8 50 - 54.9	#9 55 - 59.9	#10 60 - 64.9	#11 65 - 69.9	#12 70 - 74.9	#13 75 - 79.9	#14 80 - 84.9	#15 85 - 89.9	#16 Other	Total
Grand Total #1:	427	584	263	27	2	1	0	0	0	0	0	0	0	0	0	0	1304
Percent :	33%	45%	20%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	33%	78%	98%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	9	12	5	1	0	0	0	0	0	0	0	0	0	0	0	0	27
ADT = 652	Average Speed 19.6 mph				50% Speed : 22.1 mph				67% Speed : 23.8 mph				85% Speed : 27.0 mph				
10mph Pace: 19.9 - 29.8 (65.0%)																	
Grand Total #3:	388	433	186	9	2	0	1	0	1	0	0	0	0	0	0	0	1020
Percent :	38%	42%	18%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	38%	80%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	8	9	4	0	0	0	0	0	0	0	0	0	0	0	0	0	21
ADT = 510	Average Speed 18.8 mph				50% Speed : 21.6 mph				67% Speed : 23.4 mph				85% Speed : 26.5 mph				
10mph Pace: 19.9 - 29.8 (60.8%)																	
Comb. Total :	815	1017	449	36	4	1	1	0	1	0	0	0	0	0	0	0	2324
Percent :	35%	44%	19%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	35%	79%	98%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	17	21	9	1	0	0	0	0	0	0	0	0	0	0	0	0	48
ADT = 1162	Average Speed 19.3 mph				50% Speed : 21.8 mph				67% Speed : 23.7 mph				85% Speed : 26.7 mph				
10mph Pace: 19.9 - 29.8 (63.2%)																	

Speed Percent vs. Time (all lanes)



Speed Bin Chart (all lanes combined)



Basic Volume Report: Barnhart (seg 1)

Station ID : Barnhart (seg 1)

Info Line 1 : Between Belcher & Forest Hills

Info Line 2 : Albuquerque

GPS Lat/Lon :

DB File : BERN NORTH.DB

Last Connected Device Type : Apollo

Version Number : 1.63

Serial Number : 21495

Number of Lanes : 1

Posted Speed Limit : 0.0 mph

Lane #1 Configuration

#	Dir.	Information	Volume Mode	Volume Sensors	Divide By 2	Comment
1.	Southbound		Normal	Veh.	No	

Lane #1 Basic Volume Data From: 00:00 - 05/24/2017 To: 23:59 - 05/25/2017

Date	Time	:00	:15	:30	:45	Total
05/24/17	00:00	0	0	0	0	0
Wed	01:00	0	0	1	0	1
	02:00	0	1	0	0	1
	03:00	0	0	0	0	0
	04:00	0	1	1	0	2
	05:00	0	0	1	0	1
	06:00	6	0	3	5	14
	07:00	6	7	23	15	51
	08:00	15	10	11	3	39
	09:00	5	7	3	4	19
	10:00	5	3	7	6	21
	11:00	6	11	8	11	36
	12:00	7	6	5	12	30
	13:00	4	4	11	5	24
	14:00	3	10	5	5	23
	15:00	6	7	6	5	24
	16:00	11	11	11	10	43
	17:00	5	11	8	10	34
	18:00	7	3	9	5	24
	19:00	4	5	5	6	20
	20:00	2	2	5	1	10
	21:00	5	1	2	1	9
	22:00	4	1	3	2	10
	23:00	1	0	0	1	2

Day Total : 438

AM Total :	185 (42.2%)	Peak AM Hour : 07:30 =	63 (14.4%)	Peak AM Factor : 0.685	Average Period :	4.6
PM Total :	253 (57.8%)	Peak PM Hour : 16:00 =	43 (9.8%)	Peak PM Factor : 0.896	Average Hour :	18.3

Date	Time	:00	:15	:30	:45	Total
05/25/17	00:00	1	0	0	1	2
Thu	01:00	0	1	1	1	3
	02:00	0	0	0	0	0
	03:00	0	0	0	0	0
	04:00	0	2	0	1	3
	05:00	0	0	0	2	2
	06:00	2	4	6	3	15
	07:00	6	13	11	17	47
	08:00	13	5	5	4	27
	09:00	6	4	7	8	25
	10:00	2	7	11	9	29
	11:00	10	9	8	9	36
	12:00	12	8	4	6	30
	13:00	9	9	7	5	30
	14:00	8	6	11	9	34
	15:00	8	7	5	8	28
	16:00	11	7	11	6	35
	17:00	9	10	2	7	28
	18:00	4	5	4	2	15
	19:00	3	4	1	4	12
	20:00	2	1	3	3	9
	21:00	4	3	1	2	10
	22:00	0	2	2	0	4
	23:00	1	0	1	0	2
Day Total :						426

AM Total :	189 (44.4%)	Peak AM Hour : 07:15 =	54 (12.7%)	Peak AM Factor : 0.794	Average Period :	4.4
PM Total :	237 (55.6%)	Peak PM Hour : 15:45 =	37 (8.7%)	Peak PM Factor : 0.771	Average Hour :	17.8

Lane #3 Configuration

#	Dir.	Information	Volume Mode	Volume Sensors	Divide By 2	Comment
3.	Northbound		Normal	Veh.	No	

Lane #3 Basic Volume Data From: 00:00 - 05/24/2017 To: 23:59 - 05/25/2017

Date	Time	:00	:15	:30	:45	Total
05/24/17	00:00	1	0	0	0	1
Wed	01:00	0	1	0	0	1
	02:00	0	0	0	0	0
	03:00	1	0	0	0	1
	04:00	0	0	2	0	2
	05:00	0	0	1	1	2
	06:00	3	3	3	2	11
	07:00	3	8	7	4	22
	08:00	2	2	7	6	17
	09:00	3	5	7	5	20
	10:00	6	5	6	3	20
	11:00	8	4	7	10	29
	12:00	4	6	8	10	28
	13:00	2	7	6	6	21
	14:00	2	4	9	3	18
	15:00	5	1	8	6	20
	16:00	10	7	4	9	30
	17:00	4	5	10	12	31
	18:00	7	5	10	8	30
	19:00	1	6	2	4	13
	20:00	2	7	4	3	16
	21:00	2	1	4	2	9
	22:00	1	1	0	1	3
	23:00	1	1	0	1	3

Day Total : 348

AM Total :	126 (36.2%)	Peak AM Hour : 11:00 =	29 (8.3%)	Peak AM Factor : 0.725	Average Period :	3.6
PM Total :	222 (63.8%)	Peak PM Hour : 17:15 =	34 (9.8%)	Peak PM Factor : 0.708	Average Hour :	14.5

Date	Time	:00	:15	:30	:45	Total
05/25/17	00:00	0	0	0	1	1
Thu	01:00	0	0	1	0	1
	02:00	0	0	1	0	1
	03:00	0	0	0	0	0
	04:00	0	0	1	0	1
	05:00	1	2	1	1	5
	06:00	0	2	3	4	9
	07:00	2	2	7	0	11
	08:00	4	5	3	3	15
	09:00	4	3	3	3	13
	10:00	4	5	3	2	14
	11:00	10	5	6	7	28
	12:00	5	7	6	7	25
	13:00	5	6	13	5	29
	14:00	6	9	4	2	21
	15:00	6	2	9	7	24
	16:00	8	6	7	5	26
	17:00	8	9	7	2	26
	18:00	3	9	3	4	19
	19:00	3	1	2	2	8
	20:00	5	2	3	1	11
	21:00	2	5	3	3	13
	22:00	2	2	0	0	4
	23:00	1	0	2	1	4
Day Total :						309

AM Total :	99 (32.0%)	Peak AM Hour : 11:00 =	28 (9.1%)	Peak AM Factor : 0.700	Average Period :	3.2
PM Total :	210 (68.0%)	Peak PM Hour : 13:30 =	33 (10.7%)	Peak PM Factor : 0.635	Average Hour :	12.9

Basic Volume Summary: Barnhart (seg 1)

Grand Total For Data From: 00:00 - 05/24/2017 To: 23:59 - 05/25/2017

Lane	Total Count	# Of Days	ADT	Avg. Period	Avg. Hour	AM Total & Percent	PM Total & Percent
#1.	864 (56.8%)	2.00	432	4.5	18.0	374 (43.3%)	490 (56.7%)
#3.	657 (43.2%)	2.00	329	3.4	13.7	225 (34.2%)	432 (65.8%)
ALL	1521	2.00	761	7.9	31.7	599 (39.4%)	922 (60.6%)

Lane	Peak AM Hour	Date	Peak AM Factor	Peak PM Hour	Date	Peak PM Factor
#1.	07:30 = 63	05/24/2017	0.685	16:00 = 43	05/24/2017	0.896
#3.	11:00 = 29	05/24/2017	0.725	17:15 = 34	05/24/2017	0.708

Basic Volume Report: Barnhart (seg 2)

Station ID : Barnhart (seg 2)

Info Line 1 : Between Mendius & Belcher

Info Line 2 : Albuquerque

GPS Lat/Lon :

DB File : SITE 2.DB

Last Connected Device Type : Apollo

Version Number : 1.62

Serial Number :

Number of Lanes : 1

Posted Speed Limit : 0.0 mph

Lane #1 Configuration

#	Dir.	Information	Volume Mode	Volume Sensors	Divide By 2	Comment
1.	Southbound		Normal	Veh.	No	

Lane #1 Basic Volume Data From: 00:00 - 05/24/2017 To: 23:59 - 05/25/2017

Date	Time	:00	:15	:30	:45	Total
05/24/17	00:00	0	0	0	1	1
Wed	01:00	0	0	1	0	1
	02:00	0	1	0	0	1
	03:00	0	0	0	1	1
	04:00	0	1	1	1	3
	05:00	1	1	1	0	3
	06:00	6	2	4	6	18
	07:00	7	8	24	15	54
	08:00	15	12	12	4	43
	09:00	5	8	6	6	25
	10:00	6	4	7	8	25
	11:00	6	13	8	10	37
	12:00	6	6	9	13	34
	13:00	5	6	11	7	29
	14:00	4	9	5	5	23
	15:00	6	6	10	4	26
	16:00	8	11	9	12	40
	17:00	4	10	10	11	35
	18:00	9	4	10	8	31
	19:00	4	5	4	6	19
	20:00	2	2	6	2	12
	21:00	4	1	2	1	8
	22:00	4	1	4	2	11
	23:00	1	0	0	1	2

Day Total : 482

AM Total :	212 (44.0%)	Peak AM Hour : 07:30 =	66 (13.7%)	Peak AM Factor : 0.688	Average Period :	5.0
PM Total :	270 (56.0%)	Peak PM Hour : 16:00 =	40 (8.3%)	Peak PM Factor : 0.769	Average Hour :	20.1

Date	Time	:00	:15	:30	:45	Total
05/25/17	00:00	1	0	0	1	2
Thu	01:00	0	1	1	1	3
	02:00	0	0	0	0	0
	03:00	0	0	0	1	1
	04:00	0	3	0	1	4
	05:00	0	0	0	2	2
	06:00	2	6	5	3	16
	07:00	7	15	14	19	55
	08:00	12	7	7	4	30
	09:00	6	5	7	9	27
	10:00	2	6	12	9	29
	11:00	9	12	11	9	41
	12:00	12	8	3	6	29
	13:00	10	9	8	6	33
	14:00	8	7	10	8	33
	15:00	9	9	4	6	28
	16:00	12	6	11	8	37
	17:00	7	10	2	6	25
	18:00	6	4	5	2	17
	19:00	3	4	1	4	12
	20:00	1	2	4	3	10
	21:00	4	3	1	2	10
	22:00	0	2	1	1	4
	23:00	1	0	2	0	3
Day Total :						451

AM Total :	210 (46.6%)	Peak AM Hour : 07:15 =	60 (13.3%)	Peak AM Factor : 0.789	Average Period :	4.7
PM Total :	241 (53.4%)	Peak PM Hour : 16:00 =	37 (8.2%)	Peak PM Factor : 0.771	Average Hour :	18.8

Lane #3 Configuration

#	Dir. Information	Volume Mode	Volume Sensors	Divide By 2	Comment
3.	Northbound	Normal	Veh.	No	

Lane #3 Basic Volume Data From: 00:00 - 05/24/2017 To: 23:59 - 05/25/2017

Date	Time	:00	:15	:30	:45	Total
05/24/17	00:00	1	0	0	0	1
Wed	01:00	0	1	0	0	1
	02:00	0	0	0	0	0
	03:00	1	0	0	0	1
	04:00	0	1	2	0	3
	05:00	0	0	0	1	1
	06:00	2	4	2	2	10
	07:00	3	8	7	4	22
	08:00	2	2	7	7	18
	09:00	3	5	7	6	21
	10:00	6	5	8	3	22
	11:00	8	3	7	9	27
	12:00	3	8	11	10	32
	13:00	4	9	7	5	25
	14:00	4	3	7	3	17
	15:00	7	2	8	7	24
	16:00	10	7	5	9	31
	17:00	6	8	13	12	39
	18:00	7	4	9	7	27
	19:00	3	9	3	7	22
	20:00	4	6	4	4	18
	21:00	2	0	5	1	8
	22:00	2	1	0	1	4
	23:00	1	1	0	1	3

Day Total : 377

AM Total :	127 (33.7%)	Peak AM Hour : 11:00 =	27 (7.2%)	Peak AM Factor : 0.750	Average Period :	3.9
PM Total :	250 (66.3%)	Peak PM Hour : 17:15 =	40 (10.6%)	Peak PM Factor : 0.769	Average Hour :	15.7

Date	Time	:00	:15	:30	:45	Total
05/25/17	00:00	0	0	0	1	1
Thu	01:00	0	0	1	0	1
	02:00	0	0	1	0	1
	03:00	0	0	0	0	0
	04:00	0	1	1	0	2
	05:00	1	2	0	1	4
	06:00	0	2	5	4	11
	07:00	2	3	8	0	13
	08:00	5	2	4	4	15
	09:00	6	4	2	4	16
	10:00	5	5	3	2	15
	11:00	9	4	6	8	27
	12:00	6	7	7	7	27
	13:00	4	9	10	5	28
	14:00	7	8	4	2	21
	15:00	9	2	11	9	31
	16:00	10	8	6	6	30
	17:00	8	10	7	5	30
	18:00	5	10	5	4	24
	19:00	5	1	2	3	11
	20:00	5	3	3	1	12
	21:00	2	7	3	3	15
	22:00	4	1	0	1	6
	23:00	1	1	3	1	6

Day Total : 347

AM Total :	106 (30.5%)	Peak AM Hour : 11:00 =	27 (7.8%)	Peak AM Factor : 0.750	Average Period :	3.6
PM Total :	241 (69.5%)	Peak PM Hour : 15:30 =	38 (11.0%)	Peak PM Factor : 0.864	Average Hour :	14.5

Basic Volume Summary: Barnhart (seg 2)

Grand Total For Data From: 00:00 - 05/24/2017 To: 23:59 - 05/25/2017

Lane	Total Count	# Of Days	ADT	Avg. Period	Avg. Hour	AM Total & Percent	PM Total & Percent
#1.	933 (56.3%)	2.00	467	4.9	19.4	422 (45.2%)	511 (54.8%)
#3.	724 (43.7%)	2.00	362	3.8	15.1	233 (32.2%)	491 (67.8%)
ALL	1657	2.00	829	8.7	34.5	655 (39.5%)	1002 (60.5%)

Lane	Peak AM Hour	Date	Peak AM Factor	Peak PM Hour	Date	Peak PM Factor
#1.	07:30 = 66	05/24/2017	0.688	16:00 = 40	05/24/2017	0.769
#3.	11:00 = 27	05/24/2017	0.750	17:15 = 40	05/24/2017	0.769

Basic Volume Report: Barnhart (seg 3)

Station ID : Barnhart (seg 3)

Info Line 1 : Between La Costa & Mendius

Info Line 2 : Albuquerque

GPS Lat/Lon : 35 09.2659,N / 106 34.9472,W

DB File : B 3.DB

Last Connected Device Type : OmegaX3

Version Number : 1.35

Serial Number : 0916XC33035

Number of Lanes : 2

Posted Speed Limit : 0.0 mph

Lane #1 Configuration

#	Dir.	Information	Volume Mode	Volume Sensors	Divide By 2	Comment
1.	Southbound		Normal	Veh.	No	

Lane #1 Basic Volume Data From: 00:00 - 05/24/2017 To: 23:59 - 05/25/2017

Date	Time	:00	:15	:30	:45	Total
5/24/2017	00:00	0	0	0	1	1
Wed	01:00	0	0	1	0	1
	02:00	0	1	0	0	1
	03:00	0	0	0	1	1
	04:00	0	3	0	0	3
	05:00	1	2	2	0	5
	06:00	6	2	5	6	19
	07:00	9	13	28	20	70
	08:00	16	15	13	4	48
	09:00	5	7	8	7	27
	10:00	8	4	6	8	26
	11:00	7	15	8	9	39
	12:00	5	9	12	15	41
	13:00	5	7	11	8	31
	14:00	5	11	5	6	27
	15:00	8	7	8	5	28
	16:00	8	11	9	10	38
	17:00	5	10	12	12	39
	18:00	8	4	10	8	30
	19:00	4	4	5	6	19
	20:00	1	3	6	2	12
	21:00	7	1	0	1	9
	22:00	2	3	4	3	12
	23:00	1	0	0	1	2

Day Total : 529

AM Total :	241 (45.6%)	Peak AM Hour : 07:30 =	79 (14.9%)	Peak AM Factor : 0.705	Average Period :	5.5
PM Total :	288 (54.4%)	Peak PM Hour : 17:15 =	42 (7.9%)	Peak PM Factor : 0.700	Average Hour :	22.0

Date	Time	:00	:15	:30	:45	Total
5/25/2017	00:00	1	0	0	1	2
Thu	01:00	0	1	1	1	3
	02:00	0	0	0	0	0
	03:00	0	0	0	0	0
	04:00	1	3	1	1	6
	05:00	0	0	1	2	3
	06:00	2	5	8	3	18
	07:00	8	19	13	26	66
	08:00	15	8	6	4	33
	09:00	7	6	8	8	29
	10:00	2	7	11	11	31
	11:00	7	11	13	8	39
	12:00	11	9	4	7	31
	13:00	11	12	6	8	37
	14:00	7	8	10	9	34
	15:00	8	8	5	6	27
	16:00	12	7	10	11	40
	17:00	8	8	5	4	25
	18:00	5	5	5	2	17
	19:00	2	6	0	4	12
	20:00	1	1	5	2	9
	21:00	4	4	2	3	13
	22:00	0	3	1	0	4
	23:00	1	0	2	0	3

Day Total : 482

AM Total :	230 (47.7%)	Peak AM Hour : 07:15 =	73 (15.1%)	Peak AM Factor : 0.702	Average Period :	5.0
PM Total :	252 (52.3%)	Peak PM Hour : 16:00 =	40 (8.3%)	Peak PM Factor : 0.833	Average Hour :	20.1

Lane #3 Configuration

#	Dir. Information	Volume Mode	Volume Sensors	Divide By 2	Comment
3.	Northbound	Normal	Veh.	No	

Lane #3 Basic Volume Data From: 00:00 - 05/24/2017 To: 23:59 - 05/25/2017

Date	Time	:00	:15	:30	:45	Total
5/24/2017	00:00	1	0	0	0	1
Wed	01:00	0	1	0	0	1
	02:00	0	0	1	0	1
	03:00	1	0	0	0	1
	04:00	0	1	2	0	3
	05:00	0	0	0	0	0
	06:00	2	3	1	2	8
	07:00	3	7	7	4	21
	08:00	2	2	7	7	18
	09:00	3	6	5	6	20
	10:00	8	5	7	4	24
	11:00	9	3	9	8	29
	12:00	5	12	9	10	36
	13:00	4	11	10	4	29
	14:00	2	5	10	3	20
	15:00	6	6	6	7	25
	16:00	10	10	8	8	36
	17:00	7	9	15	10	41
	18:00	8	4	10	7	29
	19:00	4	10	4	6	24
	20:00	4	6	6	5	21
	21:00	2	2	6	2	12
	22:00	2	1	2	1	6
	23:00	1	1	1	1	4

Day Total : 410

AM Total :	127 (31.0%)	Peak AM Hour : 11:00 =	29 (7.1%)	Peak AM Factor : 0.806	Average Period :	4.3
PM Total :	283 (69.0%)	Peak PM Hour : 17:15 =	42 (10.2%)	Peak PM Factor : 0.700	Average Hour :	17.1

Date	Time	:00	:15	:30	:45	Total
5/25/2017	00:00	0	0	0	1	1
Thu	01:00	0	0	1	0	1
	02:00	0	0	1	0	1
	03:00	0	0	0	1	1
	04:00	0	1	1	0	2
	05:00	1	2	0	0	3
	06:00	0	2	2	4	8
	07:00	3	3	9	1	16
	08:00	5	2	3	3	13
	09:00	6	3	5	5	19
	10:00	5	5	4	2	16
	11:00	9	4	5	8	26
	12:00	6	7	6	8	27
	13:00	5	9	14	5	33
	14:00	6	7	3	3	19
	15:00	10	2	12	8	32
	16:00	11	9	10	6	36
	17:00	10	13	7	6	36
	18:00	5	10	6	7	28
	19:00	9	3	2	4	18
	20:00	5	4	2	1	12
	21:00	2	7	3	4	16
	22:00	7	1	0	1	9
	23:00	1	1	3	2	7
Day Total :						380

AM Total :	107 (28.2%)	Peak AM Hour : 11:00 =	26 (6.8%)	Peak AM Factor : 0.722	Average Period :	4.0
PM Total :	273 (71.8%)	Peak PM Hour : 15:30 =	40 (10.5%)	Peak PM Factor : 0.714	Average Hour :	15.8

Basic Volume Summary: Barnhart (seg 3)

Grand Total For Data From: 00:00 - 05/24/2017 To: 23:59 - 05/25/2017

Lane	Total Count	# Of Days	ADT	Avg. Period	Avg. Hour	AM Total & Percent	PM Total & Percent
#1.	1011 (56.1%)	2.00	506	5.3	21.1	471 (46.6%)	540 (53.4%)
#3.	790 (43.9%)	2.00	395	4.1	16.5	234 (29.6%)	556 (70.4%)
ALL	1801	2.00	901	9.4	37.6	705 (39.1%)	1096 (60.9%)

Lane	Peak AM Hour	Date	Peak AM Factor	Peak PM Hour	Date	Peak PM Factor
#1.	07:30 = 79	05/24/2017	0.705	17:15 = 42	05/24/2017	0.700
#3.	11:00 = 29	05/24/2017	0.806	17:15 = 42	05/24/2017	0.700

Basic Volume Report: Barnhart (seg 4)

Station ID : Barnhart (seg 4)

Info Line 1 : Between Christy & La Costa

Info Line 2 : Albuquerque

GPS Lat/Lon :

DB File : BERN 3 1SB.DB

Last Connected Device Type : Apollo

Version Number : 1.66

Serial Number :

Number of Lanes : 1

Posted Speed Limit : 0.0 mph

Lane #1 Configuration

#	Dir.	Information	Volume Mode	Volume Sensors	Divide By 2	Comment
1.	Southbound		Normal	Veh.	No	

Lane #1 Basic Volume Data From: 00:00 - 05/24/2017 To: 23:59 - 05/25/2017

Date	Time	:00	:15	:30	:45	Total
05/24/17	00:00	0	0	0	2	2
Wed	01:00	0	0	1	0	1
	02:00	0	1	0	0	1
	03:00	0	0	0	1	1
	04:00	0	1	2	2	5
	05:00	2	2	3	0	7
	06:00	6	4	5	6	21
	07:00	14	13	32	25	84
	08:00	19	13	17	4	53
	09:00	8	12	11	10	41
	10:00	8	4	7	7	26
	11:00	7	15	10	11	43
	12:00	5	10	15	16	46
	13:00	7	7	9	8	31
	14:00	7	12	7	7	33
	15:00	8	6	11	4	29
	16:00	10	11	10	11	42
	17:00	6	9	13	10	38
	18:00	10	5	10	8	33
	19:00	5	5	5	5	20
	20:00	2	3	6	2	13
	21:00	9	1	0	1	11
	22:00	2	3	4	3	12
	23:00	1	1	0	1	3

Day Total : 596

AM Total :	285 (47.8%)	Peak AM Hour : 07:15 =	89 (14.9%)	Peak AM Factor : 0.695	Average Period :	6.2
PM Total :	311 (52.2%)	Peak PM Hour : 12:15 =	48 (8.1%)	Peak PM Factor : 0.750	Average Hour :	24.8

Date	Time	:00	:15	:30	:45	Total
05/25/17	00:00	2	1	1	0	4
Thu	01:00	0	1	1	1	3
	02:00	0	0	0	0	0
	03:00	1	0	0	0	1
	04:00	1	3	0	2	6
	05:00	2	0	1	2	5
	06:00	2	6	7	4	19
	07:00	13	22	20	31	86
	08:00	17	9	8	7	41
	09:00	6	8	7	10	31
	10:00	3	9	13	12	37
	11:00	8	11	14	10	43
	12:00	13	9	5	9	36
	13:00	12	13	7	10	42
	14:00	8	12	9	8	37
	15:00	8	7	4	7	26
	16:00	13	8	13	9	43
	17:00	7	12	4	4	27
	18:00	7	5	6	6	24
	19:00	3	6	4	4	17
	20:00	2	5	3	5	15
	21:00	5	3	3	3	14
	22:00	0	2	1	0	3
	23:00	1	1	2	1	5

Day Total : 565

AM Total :	276 (48.8%)	Peak AM Hour : 07:15 =	90 (15.9%)	Peak AM Factor : 0.726	Average Period :	5.9
PM Total :	289 (51.2%)	Peak PM Hour : 16:00 =	43 (7.6%)	Peak PM Factor : 0.827	Average Hour :	23.5

Lane #3 Configuration

#	Dir. Information	Volume Mode	Volume Sensors	Divide By 2	Comment
3.	Northbound	Normal	Veh.	No	

Lane #3 Basic Volume Data From: 00:00 - 05/24/2017 To: 23:59 - 05/25/2017

Date	Time	:00	:15	:30	:45	Total
05/24/17	00:00	1	0	0	2	3
Wed	01:00	0	1	0	0	1
	02:00	0	0	1	0	1
	03:00	1	0	0	0	1
	04:00	0	1	2	1	4
	05:00	0	0	0	0	0
	06:00	2	3	2	1	8
	07:00	3	8	5	4	20
	08:00	5	4	4	6	19
	09:00	3	6	8	5	22
	10:00	8	5	7	7	27
	11:00	9	4	9	9	31
	12:00	6	11	11	9	37
	13:00	7	11	9	5	32
	14:00	8	7	9	6	30
	15:00	7	4	11	9	31
	16:00	10	11	10	10	41
	17:00	7	11	15	12	45
	18:00	10	5	12	8	35
	19:00	5	11	3	8	27
	20:00	6	5	5	7	23
	21:00	2	5	6	2	15
	22:00	4	1	3	0	8
	23:00	3	2	1	1	7

Day Total : 468

AM Total :	137 (29.3%)	Peak AM Hour : 11:00 =	31 (6.6%)	Peak AM Factor : 0.861	Average Period : 4.9
PM Total :	331 (70.7%)	Peak PM Hour : 17:15 =	48 (10.3%)	Peak PM Factor : 0.800	Average Hour : 19.5

Date	Time	:00	:15	:30	:45	Total
05/25/17	00:00	0	0	0	1	1
Thu	01:00	1	0	0	0	1
	02:00	0	0	1	0	1
	03:00	0	0	0	1	1
	04:00	0	1	1	1	3
	05:00	1	2	0	0	3
	06:00	0	2	4	3	9
	07:00	3	3	10	0	16
	08:00	6	1	1	3	11
	09:00	6	6	4	5	21
	10:00	6	6	3	2	17
	11:00	9	4	6	9	28
	12:00	8	7	6	9	30
	13:00	6	12	11	6	35
	14:00	6	10	4	5	25
	15:00	12	5	13	11	41
	16:00	12	9	9	6	36
	17:00	13	14	7	7	41
	18:00	4	15	9	9	37
	19:00	9	5	3	6	23
	20:00	2	4	2	4	12
	21:00	3	10	4	5	22
	22:00	8	0	0	2	10
	23:00	1	0	3	3	7

Day Total : 431

AM Total :	112 (26.0%)	Peak AM Hour : 11:00 =	28 (6.5%)	Peak AM Factor : 0.700	Average Period :	4.5
PM Total :	319 (74.0%)	Peak PM Hour : 15:30 =	45 (10.4%)	Peak PM Factor : 0.750	Average Hour :	18.0

Basic Volume Summary: Barnhart (seg 4)

Grand Total For Data From: 00:00 - 05/24/2017 To: 23:59 - 05/25/2017

Lane	Total Count	# Of Days	ADT	Avg. Period	Avg. Hour	AM Total & Percent	PM Total & Percent
#1.	1161 (56.4%)	2.00	581	6.0	24.2	561 (48.3%)	600 (51.7%)
#3.	899 (43.6%)	2.00	450	4.7	18.7	249 (27.7%)	650 (72.3%)
ALL	2060	2.00	1031	10.7	42.9	810 (39.3%)	1250 (60.7%)

Lane	Peak AM Hour	Date	Peak AM Factor	Peak PM Hour	Date	Peak PM Factor
#1.	07:15 = 90	05/25/2017	0.726	12:15 = 48	05/24/2017	0.750
#3.	11:00 = 31	05/24/2017	0.861	17:15 = 48	05/24/2017	0.800

Basic Volume Report: Barnhart (seg 5)

Station ID : Barnhart (seg 5)

Info Line 1 : Between Harper & Christy

Info Line 2 : Albuquerque

GPS Lat/Lon :

DB File : BERN 5.DB

Last Connected Device Type : Apollo

Version Number : 1.62

Serial Number : 24088

Number of Lanes : 1

Posted Speed Limit : 0.0 mph

Lane #1 Configuration

#	Dir.	Information	Volume Mode	Volume Sensors	Divide By 2	Comment
1.	Southbound		Normal	Veh.	No	

Lane #1 Basic Volume Data From: 00:00 - 05/24/2017 To: 23:59 - 05/25/2017

Date	Time	:00	:15	:30	:45	Total
05/24/17	00:00	0	0	0	2	2
Wed	01:00	0	0	1	0	1
	02:00	0	1	0	0	1
	03:00	0	0	0	1	1
	04:00	0	0	3	1	4
	05:00	3	2	3	1	9
	06:00	6	3	6	6	21
	07:00	20	13	33	27	93
	08:00	23	15	20	8	66
	09:00	8	12	15	10	45
	10:00	9	7	8	9	33
	11:00	10	16	12	11	49
	12:00	6	10	15	16	47
	13:00	7	11	9	8	35
	14:00	11	14	13	9	47
	15:00	8	7	12	4	31
	16:00	12	11	8	13	44
	17:00	7	8	15	9	39
	18:00	10	10	11	9	40
	19:00	6	5	5	6	22
	20:00	2	3	6	2	13
	21:00	9	1	1	2	13
	22:00	2	4	4	3	13
	23:00	1	1	0	2	4

Day Total : 673

AM Total :	325 (48.3%)	Peak AM Hour : 07:30 =	98 (14.6%)	Peak AM Factor : 0.742	Average Period :	7.0
PM Total :	348 (51.7%)	Peak PM Hour : 12:30 =	49 (7.3%)	Peak PM Factor : 0.766	Average Hour :	28.0

Date	Time	:00	:15	:30	:45	Total
05/25/17	00:00	3	1	0	0	4
Thu	01:00	0	1	1	1	3
	02:00	0	0	0	0	0
	03:00	0	0	0	0	0
	04:00	1	2	1	2	6
	05:00	2	0	2	2	6
	06:00	1	6	8	5	20
	07:00	13	27	26	31	97
	08:00	20	13	10	8	51
	09:00	7	10	6	11	34
	10:00	5	10	13	13	41
	11:00	12	10	15	10	47
	12:00	14	9	6	8	37
	13:00	11	13	7	10	41
	14:00	8	12	12	9	41
	15:00	10	7	4	8	29
	16:00	14	10	13	11	48
	17:00	8	13	4	6	31
	18:00	7	4	7	10	28
	19:00	4	6	4	6	20
	20:00	3	7	3	7	20
	21:00	7	3	4	4	18
	22:00	0	2	2	1	5
	23:00	1	1	1	1	4

Day Total : 631

AM Total :	309 (49.0%)	Peak AM Hour : 07:15 =	104 (16.5%)	Peak AM Factor : 0.839	Average Period :	6.6
PM Total :	322 (51.0%)	Peak PM Hour : 16:00 =	48 (7.6%)	Peak PM Factor : 0.857	Average Hour :	26.3

Lane #3 Configuration

#	Dir. Information	Volume Mode	Volume Sensors	Divide By 2	Comment
3.	Northbound	Normal	Veh.	No	

Lane #3 Basic Volume Data From: 00:00 - 05/24/2017 To: 23:59 - 05/25/2017

Date	Time	:00	:15	:30	:45	Total
05/24/17	00:00	1	0	0	3	4
Wed	01:00	0	1	0	0	1
	02:00	0	1	1	0	2
	03:00	1	0	0	0	1
	04:00	0	0	2	1	3
	05:00	0	0	0	0	0
	06:00	2	2	4	1	9
	07:00	3	6	8	4	21
	08:00	5	7	5	7	24
	09:00	3	6	6	6	21
	10:00	9	6	10	8	33
	11:00	7	5	9	9	30
	12:00	7	12	10	10	39
	13:00	10	13	11	8	42
	14:00	8	7	12	5	32
	15:00	8	6	11	11	36
	16:00	13	13	16	8	50
	17:00	10	14	14	15	53
	18:00	12	6	12	7	37
	19:00	7	12	4	9	32
	20:00	8	5	6	7	26
	21:00	2	5	7	2	16
	22:00	6	2	4	0	12
	23:00	3	2	1	1	7

Day Total : 531

AM Total :	149 (28.1%)	Peak AM Hour : 10:00 =	33 (6.2%)	Peak AM Factor : 0.825	Average Period : 5.5
PM Total :	382 (71.9%)	Peak PM Hour : 17:15 =	55 (10.4%)	Peak PM Factor : 0.859	Average Hour : 22.1

Date	Time	:00	:15	:30	:45	Total
05/25/17	00:00	0	0	0	1	1
Thu	01:00	1	0	1	0	2
	02:00	0	0	2	0	2
	03:00	0	0	0	1	1
	04:00	0	0	1	1	2
	05:00	1	1	0	1	3
	06:00	1	2	3	3	9
	07:00	3	3	10	0	16
	08:00	5	1	2	5	13
	09:00	5	7	4	5	21
	10:00	6	7	3	5	21
	11:00	9	6	7	9	31
	12:00	10	7	10	10	37
	13:00	8	12	10	8	38
	14:00	7	10	6	7	30
	15:00	10	8	10	11	39
	16:00	15	9	8	6	38
	17:00	18	10	9	10	47
	18:00	10	19	10	8	47
	19:00	9	8	3	9	29
	20:00	4	5	5	5	19
	21:00	3	11	5	5	24
	22:00	10	0	0	2	12
	23:00	2	0	3	2	7

Day Total : 489

AM Total :	122 (24.9%)	Peak AM Hour : 11:00 =	31 (6.3%)	Peak AM Factor : 0.775	Average Period :	5.1
PM Total :	367 (75.1%)	Peak PM Hour : 17:45 =	49 (10.0%)	Peak PM Factor : 0.645	Average Hour :	20.4

Basic Volume Summary: Barnhart (seg 5)

Grand Total For Data From: 00:00 - 05/24/2017 To: 23:59 - 05/25/2017

Lane	Total Count	# Of Days	ADT	Avg. Period	Avg. Hour	AM Total & Percent	PM Total & Percent
#1.	1304 (56.1%)	2.00	652	6.8	27.2	634 (48.6%)	670 (51.4%)
#3.	1020 (43.9%)	2.00	510	5.3	21.3	271 (26.6%)	749 (73.4%)
ALL	2324	2.00	1162	12.1	48.5	905 (38.9%)	1419 (61.1%)

Lane	Peak AM Hour	Date	Peak AM Factor	Peak PM Hour	Date	Peak PM Factor
#1.	07:15 = 104	05/25/2017	0.839	12:30 = 49	05/24/2017	0.766
#3.	10:00 = 33	05/24/2017	0.825	17:15 = 55	05/24/2017	0.859

Appendix C



Agency Case Number	Crash Analysis	Crash Date	Crash Intersecting Street	Crash Primary Street	Contributing Factors
170030491*	23 - REAR END COLL/SAME DIR	3/31/2017	HARPER PL NE	HARPER DR NE	None
170030491*	23 - REAR END COLL/SAME DIR	3/31/2017	HARPER PL NE	HARPER DR NE	Driver inattention
140091313	10 - ONE LEFT TURN/FROM SAME DIR	10/5/2014	BARNHART ST NE	HARPER DR NE	Under influence of alcohol, Driver inattention
140091313	10 - ONE LEFT TURN/FROM SAME DIR	10/5/2014	BARNHART ST NE	HARPER DR NE	None

* - CRASH NOT LOCATED WITHIN THE THE STUDY LIMITS.

Appendix D



NEIGHBORHOOD TRAFFIC CALMING PETITION FORM

CITY OF ALBUQUERQUE — NTMP

*** NEIGHBORHOOD TRAFFIC CALMING PETITION ***

REC'D 3/28/17

Section I

Date: 3/27/17

Representatives from the Barnhart St. NE neighborhood, on 4/27/15 requested initiation of a NTMP Study. Based on available data, the households and properties identified in the attached **Exhibit 1** are considered to be in the affected area. An initial assessment of available data has been conducted, and to continue processing the application neighborhood support is required. Two-thirds of the shown households/properties on Exhibit 1 must agree with the application and sign the petition below. The completed petition should be submitted to the City of Albuquerque Traffic Engineering Division (P.O. Box 1293, Albuquerque, NM 87103 or NTMP@cabq.gov)

Section II

(ONLY ONE SIGNATURE PER ADDRESS)

Name (print)	Address	Telephone	Email	Signature
Ben Larkin	6621 Barnhart NE	505-4832	nmlarkin@gmail.com	Ben Larkin
Thomas Tuttle	6617 Barnhart NE	821-6023	TUTT940@aol.com	Thomas Tuttle
GAIA ZAHARISPA	6609 BARNHART DR. NE	(505) 721-0844		Gaia Zaharispa
STEVEN NEFF	6517 BARNHART DR. NE	821-7659		Steven Neff
AMADOR E YOLANDA GONZALES	6629 BARNHART	850-5777		Amador e Yolanda Gonzales
ROBERT HEPKER	6201 MENDIVS	250-5592		Robert Hepker
Malissa Wilson	6000 Belcher		glassphynie@gmail.com	Malissa Wilson
Kathleen Schneider	6704 Barnhart St NE	822-0082		Kathleen A. Schneider
Pam Bridge	6712 Barnhart NE	822-7929		Pam Bridge
Shirley Anderson	6713 Barnhart NE	856-8201		Shirley Anderson
Veronica Benet	6716 Barnhart NE	505-891-8048		Veronica Benet
Beau "Fuzz" Fuzzard	6709 BARNHART NE	(505) 263-1147		Beau Fuzzard
Demi Harkly	6200 Mendivus NE	944-5875		Demi Harkly
Ryan Rich	6601 Barnhart St	87109		Ryan Rich
Mary Miller	6513 BARNHART NE	821-6634		Mary Miller
Mary Lou Vigil	6201 Chisatty NE	822-0368		Mary Lou Vigil
Robert Simon	16505 Barnhart			Robert Simon
Barbara	6721 Barnhart St			Barbara
Peluma Gutierrez	6720 Barnhart St	(505) 550-4900	pelumaco.web2@gmail.com	Peluma Gutierrez
Sherry A Regg	6201 Belcher Ave NE	505-828-0366		Sherry A Regg

(PLEASE COPY THIS PAGE FOR ADDITIONAL SIGNATURE)

(1)

NEIGHBORHOOD TRAFFIC CALMING PETITION FORM

CITY OF ALBUQUERQUE — NTMP
*** NEIGHBORHOOD TRAFFIC CALMING PETITION *** *Recd. - 3/28/17*

Section I

Date: 3/27/17

Representatives from the Barnhart St. NE neighborhood, on 4/27/15 requested initiation of a NTMP Study. Based on available data, the households and properties identified in the attached **Exhibit 1** are considered to be in the affected area. An initial assessment of available data has been conducted, and to continue processing the application neighborhood support is required. Two-thirds of the shown households/properties on Exhibit 1 must agree with the application and sign the petition below. The completed petition should be submitted to the City of Albuquerque Traffic Engineering Division (P.O. Box 1293, Albuquerque, NM 87103 or NTMP@cabq.gov)

Section II

(ONLY ONE SIGNATURE PER ADDRESS)

Name (print)	Address	Telephone	Email	Signature
Anthony Sanchez	6701 Barnhart St NE	505 319 4671	idm121@gmail.com	<i>[Signature]</i>
Sally Nicholson	6613 Barnhart St NE	(505) 239 3939	sally.science@gmail	<i>[Signature]</i>
Thomas Nicholson	6613 Barnhart St NE	(505) 610 4971	thomas16617@gmail.com	<i>[Signature]</i>
Benida Kernodle	6525 Barnhart NE	505-461-6088		<i>[Signature]</i>
Bernadette Lithgow	6675 Barnhart St NE	505-440-8009	blithgow@comcast.net	<i>[Signature]</i>
Name (print)	Address	Telephone	Email	Signature
Name (print)	Address	Telephone	Email	Signature
Name (print)	Address	Telephone	Email	Signature
Name (print)	Address	Telephone	Email	Signature
Name (print)	Address	Telephone	Email	Signature
Name (print)	Address	Telephone	Email	Signature
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Name (print)	Address	Telephone	Email	Signature

(PLEASE COPY THIS PAGE FOR ADDITIONAL SIGNATURE (2))



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